

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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## Manufacturers' Record.

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BALTIMORE, DECEMBER 11, 1896.

A dispatch from Chicago states that Mr. John Rockefeller intends to establish steel works at that city to represent an aggregate investment of not less than \$10,000,000. It has been generally understood, since Mr. Rockefeller commenced to make his large investments in iron-ore properties and in steamships adapted to handling the Lake ore business, that his ultimate intention was to become a dominant factor in the iron and steel trade of the country. It is quite possible that the dispatch from Chicago is true, and that the steel interests of the country will shortly have to reckon with the competition of Mr. Rockefeller's practically unnumbered millions and with the energy and ability that have made the Standard Oil Co. the greatest commercial institution in the world, although some of the Standard Oil officials are quoted as denying any such move by Mr. Rockefeller.

The New England cotton-mill labor agitator, Howard, who is now in the South, says:

The wages paid Southern laborers are far below those for which the organized labor of the East will work. We hope to try to wake the people up along these lines and to arouse their minds to the necessity of organization.

Yes, Mr. Howard, the Southern laborer may receive smaller wages, measured in dollars and cents, but nature made it possible for this to be true and yet for the Southern laborer to be better off than his New England competitor. Nature gave the Southern laborer the benefit of a milder climate, of lower cost of living and of other advantages that no other section enjoys. You, Mr. Howard, by making discontent where there is now contentedness and happiness, hope to give some grounds for continued claim upon the support of the New England mill operatives. You are likely to prove a great curse to the white cotton-mill operatives of the South. If they should be foolish enough to be misled by you they would only invite the employment of colored mill help to take their places.

## One Result of Alabama Iron Shipments to England.

About two years ago the late Thomas Seddon, at that time president of the Sloss Iron & Steel Co., of Alabama, made an experimental shipment of 250 tons of pig iron to England. This was divided up among a number of consumers, with the request that the iron be thoroughly tested. The majority of people regarded the shipment of Alabama iron to England as a visionary project, and the predictions of the Manufacturers' Record of ultimate success were ridiculed. Within the brief period of two years, however, the demonstration is complete. From that experimental 250-ton shipment this business has increased until now there is an actual scarcity of steamer room to handle the business offered. Orders are being booked every week for large shipments to England and to continental countries, and there is now a scarcity of freight room for the iron sold for export. It is difficult to rightly measure the influence of this trade upon the South and upon the world's commercial interests. To have wrested from England the supremacy of the world's iron trade means more than we can grasp except by a study of what the iron and kindred interests have been to England's position as the dominating power in the commerce of the world. One thing it does mean, and this was lately freely admitted by one of the leading iron men of Great Britain, and this is that England's largest iron enterprises will be forced in self-defense to become interested in Southern iron interests. "We have," said this gentleman, "been handling the iron export business of the world. We are acquainted with all its ramifications, and to maintain our business we must be in a position to produce at the lowest possible cost. As the South has demonstrated its ability to produce iron at less than we can do in England, and is thus able to invade the world's markets, our only recourse is to become a part of the South and bring to this region our experience and capital." This result cannot be expected to come about at once, but the way is being paved for this movement of English capital to come South in self-defense just as many New England cotton-mill people willingly or unwillingly must become interested in cotton manufacturing in the South.

On September 18 the Manufacturers' Record published a short notice from an advertiser who offered to invest \$125,000 in a cotton mill. The answers were to be sent in care of this paper. Replies are still coming in, though it is just about three months since the card appeared. This illustrates the fact that advertising pays and that people keep on reading the Manufacturers' Record even when it is three months old. It matters not how old it is; wherever a man gets hold of a copy he reads it, and so this advertiser, as do others, continues to hear from it

months after the advertisement is out of the paper.

## Improved Banking Facilities Needed.

At a meeting of the Board of Trade of Baltimore on Monday last the following resolutions were unanimously adopted:

The Baltimore Board of Trade, sharing in the sense of relief and satisfaction so generally felt over the result of the recent election in favor of sound money, and realizing the necessity for the correction of the evils that have led to the harmful financial agitation of the past few years, desires to express its convictions that congressional action is imperatively needed along the following lines:

First—To withdraw the government from the banking business by the retirement, through funding or cancellation, of all its demand obligations, the opinion of this board being that the business of banking is not a proper function of the United States Treasury, and that the private and corporate capital of the country, under proper legislation, would be quite sufficient for all its financial and commercial requirements.

Second—The enactment of such legislation as will, at an early date, provide the country with a bank currency, equally safe and uniform as that now in use, but more elastic in character, special reference being had to the needs in this particular of the agricultural sections of the South and West.

Third—To provide such an increase in its revenue as will enable the government, economically administered, to meet promptly all its obligations.

Fourth—Pending the enactment of these measures, such prompt legislation as may be needed to ensure the stability of the gold reserve, so that no doubt as to the ability of the government to maintain the parity of all of its issues may never again disturb public confidence.

In endorsing the above measures, this board would take occasion to express the opinion that the sale of bonds by the government in time of peace, though fully justified by the necessities of the last few years, furnishes such evidence of defective and unwise legislation in the past as to require its immediate correction by Congress.

The suggestion made as regards improved banking facilities for the agricultural interests of the South and West is of interest in connection with an article in the New York Journal of Commerce, which presents a comprehensive review of the banking arrangements of European countries for affording credit facilities to the agricultural interests. The Journal of Commerce gives this as an indication of "the close connection between that lack in this country and the prevailing discontent in the West and South and the clamor for free silver in those sections." The Journal of Commerce shows what has been done in England, Scotland and other countries through banking facilities to furnish money to the agricultural interests, and contrasts this with the absolute failure in our country to meet this situation. It very justly takes the ground that to this is due much of the agitation for free silver, and in closing its article says:

In this country—the largest agricultural nation in the world and whose farmers and planters are sorely needing financial help—we have not one bank specially fitted to afford this form of nature. The farmer has to depend almost entirely on private loans. In 1890 there existed in the United States

2,203,061 mortgages "on acres," covering \$2,209,148,000 of debt. Upon this the interest charge amounted to \$162,652,944, or an average of 7.36 per cent., to which must be added discounts and agents' fees, which amount to a very severe pressure upon the borrowers. These figures show the immense breadth of basis that exists for the organization of a system of banking specially adapted for these particular credits. To the farmers, who constitute fully 40 per cent. of our population, the benefit would accrue in a reduced cost of interest, in an exemption from fees and drawbacks, in a greater elasticity of accommodation, and in being able to procure, not only long advances on mortgage, but also transient accommodation between crop and crop. If legislators feel any interest in conciliating the discontented tillers of the soil, let them try their hands at constructing an agricultural banking system.

This situation must be met. Some improved banking facilities by which the South and West can be relieved of the present conditions must be provided. As a great convention is to be held in Indianapolis on January 15, for the purpose of discussing currency questions, it would seem to be wise for the business people of the South and West, who recognize this need, who see that free silver is not the solution of the trouble, to present to that convention the needs of these agricultural sections in such a clear and forcible way as to bring before the country the necessity for a change.

The Manufacturers' Record has found that the best financiers and the leading bankers of the country fully admit the need of some great improvement. Many take strong ground in favor of the repeal of the tax on State banks. Until a change is effected we are liable to have continued agitation, and it is to be hoped that in the near future the business interests of the country will secure from Congress some wise measure looking to a change from the present system, which is really no system.

## A Southwestern Waterway Convention.

The Commercial League of Fort Smith, Ark., with the enterprise that has characterized the people of that progressive and prosperous city of the Southwest, has called a convention, to be known as the Arkansas River Improvement Convention, to be held at Fort Smith on the 15th of December. It is the purpose of this convention to memorialize Congress to take immediate action looking to the restoration of the Arkansas river as a navigable stream, at least for small boats, if not for the large steamers which formerly plied the river. "This step," the invitation that has been issued says, "has become an absolute necessity in the interest of cheaper transportation for increasing the volume of products seeking an outlet to the seaboard from the country along the Arkansas river valley proper and from the newly-settled Western country of Oklahoma and Indian Territory, as well as the States of Kansas and Colorado." The improvement of the waterways of the South and Southwest is one of the



most important subjects that can claim the attention of the people of that section, as well as of the country at large. Everything that tends to increase the business and advance the prosperity of any section of our country helps to enrich the nation. There is pressing need for waterway improvement in the South and Southwest, and if the convention called to meet at Fort Smith can succeed in bringing sufficient pressure to bear upon Congress to accomplish the needed result it will have done a great work not only for that territory, but for our entire country.

[Augusta (Ga.) Chronicle.]

#### Richard H. Edmonds.

A very handsome pamphlet has been sent out by Latham, Alexander & Co., cleverly sketching the work of the Baltimore Manufacturers' Record and its accomplished editor, Richard H. Edmonds. A faithful steel engraving of Mr. Edmonds accompanies the sketch. Eulogistic as the pen-picture is, it stops short of a full portrait of this remarkable young man, whose modesty, no doubt, put a veto on any further tribute. We know of no man of his age who has surpassed Mr. Edmonds in intellect, wisdom and industry. We did not agree with him during the late political campaign, and still think he may have miscalculated some of the forces apparently triumphant, but we yield to no one in general admiration of him as a conspicuous example of mental and moral power. As the Latham sketch does not touch upon his personal private life, we will also refrain from doing so, although our heart would gladly testify to this shining side of his splendid character.

Mr. Edmonds eagerly desires the welfare of the South, and will mightily strive to accomplish his mission in the future, as he has done in the past. We wish him the greatest success, and trust that he will not go unrewarded. Nothing, presumably, could woo him away from the Manufacturers' Record, but if the McKinley regime would honor itself beyond present calculation, Richard H. Edmonds would not be denied any office in this government. If perchance the proposed new department of manufactures became an accomplished fact, he, of all men, should be its first, as, in such an event, he would prove its most eminent secretary.

The Manufacturers' Record republishes the foregoing editorial from Senator Walsh's Augusta Chronicle only for the purpose of saying that while not unappreciative of the complimentary personal reference, it regrets that the Chronicle and a few other papers should have made a suggestion connecting the editor of the Manufacturers' Record with any political office and thus necessitated some notice of the subject in reply. Under no condition would any political office, it matters not what it might be, tempt the writer from the work of the Manufacturers' Record, and hence it should be understood that no policy or no government action advocated by this paper is ever prompted by any personal aims or ambitions. As the writer views it, no public or private position can offer higher work or work more worthy of true ambition than that which seeks to aid in the advancement of the material interests of the South. In this is enwrapped the possibility of many blessings not to the South and its people only, but to the entire country. With thousands of people in many parts of the South only able, because of the scarcity of diversified employment, to eke out a bare living, every factory built and every railroad opened to traffic come as heaven's best material blessing to many in affording an opportunity to earn an honest living. This means advancement materially, morally, religiously, socially and educationally. Every effort of the Manufacturers' Record for the South has this impulse

back of it. And then as the tide of population is turned this way, aided in some measure by the work of the Manufacturers' Record, comes the assurance of the final settlement of the race question and all that that involves. No other section of any other country in the world has ever had to face a more perplexing problem than the joint occupation by two races, in almost equal number, as widely different as the Anglo-Saxon and the negro. It is a question to tax the most profound thought and to enlist the most active work of the people of our whole country. We only know that when he is in the minority the negro becomes a good laborer, a faithful workman, emulating the successes and the virtues of the best class of the whites by whom he is surrounded, and that on the contrary when in the large majority he often retrogrades and becomes a curse to himself and a menace to the community. Possibly long years of training and education may lift him above his present conditions, but we must face the situation as it is now. Because of these facts every good settler who comes South is a blessing to this section in aiding to some extent in the settlement of this problem, and is a blessing in helping to hasten the coming of the time when the people of the whole South, by reason of numbers and wealth, shall be able to secure to the fullest extent every comfort and convenience of better schools and churches, better roads and better facilities for the enjoyment of all the advantages of modern civilization.

These are the motives that have for years inspired the Manufacturers' Record, and a higher work than this cannot be found in any political office.

#### How to Attract New England Men and Money South.

The great value of the communications published in your Thanksgiving issue, in which many Southern men and firms have told why the South had special reasons for giving thanks to God for His manifold mercies, has much impressed me.

So writes a valued correspondent, a New Englander, who has for many years kept in touch with Southern progress and spent many years in promoting it. He further says:

In your editorial introductory to those letters you have briefly summarized the existing favorable conditions of the South and "the prospects for still greater material blessings for the future," and in so doing you have drawn a most attractive and what I know to be a perfectly truthful picture of what is and of what is surely to be. And now I urge you to press upon your Southern readers, and especially upon the Southern railway managers and upon the boards of trade and chambers of commerce of those towns that wish to add to their industries, the importance of thoroughly advertising their advantages and opportunities for enterprise and capital in these New England States. They have flooded the Northwest with such advertisements, but have practically neglected these six States, and yet these are hives from which for more than sixty years have swarmed vigorous, thrifty and enterprising people, who have had a large part in building up the greatest and most flourishing Commonwealths from Ohio to Puget Sound, inclusive. And there has been no time in New England's history when so many of her young and her middle-aged men were more numerous than now who are thinking seriously of finding new homes in some other section in which they can employ their energies and capital to better advantage than they can at home. They are reading with eagerness all that they consider reliable information about the South; but they want something more definite, such descriptions of localities as will enable them to form some practical idea of what opportunities exist. "Glittering generalities" don't suit them. They are regular Gradgrinds, who want hard facts, and plenty of them. They realize that the

South as a whole is a vast territory. They are too busy to spend much time in exploring it and in hunting for the locality that would suit them. One wants the right place to start his particular manufacturing industry; another a good location for vineyards and orchards; a third would be a truck farmer; a fourth a dairyman, and so on through all the manifold industries that they now pursue or in which they wish to engage. I know how faithfully and indefatigably the Manufacturers' Record and its monthly, the "Southern States" magazine, have urged the South to present its attractions and inducements, and have only to add that in so far as New England is concerned, liberal seed-sowing here now will be followed by a great harvest.

It rarely falls to the lot of any newspaper to be able to do a greater work of charity, and to do it with a quickness that increased its value a hundred-fold, than that of the Baltimore Evening News in guaranteeing the funds needed to send eight boys, who had been bitten by a mad dog, to the Pasteur Institute of New York for treatment. With one exception, the parents of these boys were unable to send them, and in less than twenty-four hours from the time they were attacked by a mad dog the News had made every arrangement for starting them to New York, undertaking at first to guarantee the amount required, about \$1200. The public quickly responded to the appeal, but to the News belongs the credit for a piece of newspaper work as charitable as it was enterprising. The News has so often led in matters requiring originality, liberality and enterprise that the people of Baltimore look to it for leadership in many lines of thought and action, and in this case, as in others, its guidance was most wise.

The steamship Casos, now loading at Charleston, S. C., as the first of the new regular line between that port and Liverpool, will take as a part of her cargo 1400 tons of Alabama pig iron. The demand for freight room at Charleston, Mobile and other ports for pig iron seems to exceed the supply.

#### Exporting Alabama Iron to Europe

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., December 8.

There have been no changes in the condition of the iron market the past week of any moment. The domestic trade has been very slow, and in volume bordered on insignificance. This feature has occasioned no unfavorable comment, as the ironmasters anticipated a slow and small trade until the holidays were passed. It has not affected quotations, which remain unchanged, as the orders received are too small to tempt to cut prices. The output continues approximately at the scale heretofore reported, about 70,000 tons per month. Though sales are light, the shipments continue on a scale of such magnitude that stocks are not yet reported as being reduced. Part of the shipments heretofore made, as well as current shipments, are account of the export trade. A year ago foreign shipments were very few and far between, and consisted mainly of sample lots. Now that branch of the trade is cultivated with the same attention and effort that are given to the home trade, and with a success so far that promises increased results in the future if handled as discreetly as it has been nursed in the past. But it has not reached that stage yet that warrants the extravagant and misleading (because erroneous) telegrams sent to the daily press concerning it. The statement that 3000 tons were sold to Calcutta, India, by the Sloss Company last week, and that 3000 tons more were wanted, is news to the officials of that company, who em-

phatically deny any knowledge of such sale or inquiry.

The statement that the Tennessee Coal, Iron & Railroad Co. shipped 2500 tons to Liverpool leads to the inference that it is the result of current sales. The fact is, the sale was made weeks ago and reported to you at the time. That order is now being shipped. That's all there is to it. But during the past week there has been a very fair inquiry both from Great Britain and the Continent, and the sales made approximate 10,000 tons. What the sum total of the inquiries made foots up cuts no figure, but actual transactions are tangible evidence of its extent. Reports from Mobile show that from that port foreign shipments of iron to Great Britain, Germany and Mexico amounted to nearly 4000 tons in the last five months, of which 3500 tons went to Great Britain and the balance (sample lots) to the other countries. There is now one British vessel in that port loading 1000 tons, and another, to quickly follow, takes 500 tons. In addition to this, every vessel in the Horsley Line out of Mobile has had all the room they could spare until January 1 engaged for Alabama iron, destined to British ports. But Mobile is only one of the ports offering an outlet for these foreign shipments. Pensacola, Savannah, Brunswick and Charleston are each competitors for shipments, and each has had a bite at this cherry, and they all say it is very good and ask for more. As shipping rates will be more favorable with increased room offering, it does not appear unreasonable to anticipate a great expansion in this branch of the trade.

Until lately foreign shipping facilities were very limited for iron from Southern ports. While they have been increased, they are yet at the initial stage only. As they are developed and inducements offered to encourage shipments, the trade will be commensurate with them. What was lacking in the past was ocean tonnage. Some has come, and more is coming, and no opportunity will be lost to encourage it by its utilization. In my letter of October 20 I stated on the authority of Mr. Baxter, president of the Tennessee Coal & Iron Co., that the foreign sales since July 1 amounted to 40,000 tons, and as he contrasted it with the corresponding time in 1895 he expressed great satisfaction at the increase. Adding to this amount the sales since October 20, you will be approximately correct if you say that since July 1 the export sales amount to 60,000 tons. So that the close of the year will show a long stride taken in this direction and a record with which there is nothing in the past to compare, for the export trade had practically no existence. It was conceived and was "a-bornin'" but its existence was never a fact until the year 1896. It is but an infant yet, but it has two giants (in the Tennessee and Sloss Companies) to fondle it, and to nurse, encourage and direct its growth. It's a favorite child with each, and it will never lack any means they can command for its development.

In connection with this trade it is very gratifying to state that a party who is prominent in iron circles states that he has made two trips to Europe in 1896, and on each trip had most positive evidence of the satisfaction of buyers with their shipments of Alabama iron, and he asserted that these shipments were no longer an experiment, but would grow into increasing proportions until in time they would be a leading factor in the trade. Corroboratory of this statement is the fact that in every foreign port to which our iron has been shipped a foothold has been obtained that has been followed by gradually increasing orders. This fact carries its own comment and needs no elaboration.

J. M. K.



## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

## A WISE RAILROAD MOVE.

## One Hundred Experimental Farms.

The Seaboard Air Line has taken one step, which seems to be in advance of every other railroad in the South, looking to the benefit of the agricultural interests of the country tributary to it and to the enlargement of its efforts to attract immigration and capital for investment. This is to be found in the organization of plans for the establishment of 100 experimental stations along the line of its road, giving one experimental point to every ten miles of its system. It is proposed by the management to take 100 small tracts of land immediately along the line of its road, and under the direction of the best experts to utilize these bodies of land for showing what can be done in the diversification of farm interests and for the growing of farm products not now raised in the South. The experiments of this company in proving that hops and other products not heretofore raised in that section can be successfully grown in that territory have shown to the officers the wisdom of very greatly enlarging the scope of these experimental operations. These experimental stations will not be large enough to be a financial burden to the railroad, but at the same time will be large enough to amply demonstrate the best methods of crop-growing and the best crops adapted to the various sections of the country. It is proposed to experiment with a large number of crops not now produced in that territory, such as hops, broom corn, New England beans, celery, sugar beets and other products which may be made to profitably diversify the agricultural interests of the region between Norfolk and Atlanta.

The South annually spends immense sums for products of this kind, which are brought from other sections, and which could be raised at home to even better advantage than elsewhere. In taking the lead in this kind of educational work, the Seaboard deserves the heartiest commendation of everyone interested in Southern advancement. These experimental stations will not only prove of immense value to all farmers now located along the line of the road, but will be the means of showing to thousands of prospective settlers from other sections what can be done in the South, and will thus be the means of greatly increasing immigration to that region.

This, however, is only a part of the plans of the Seaboard looking to the development of the territory along its line. It is proposed to organize a department, which will not only have charge of the experimental stations, but which will also give careful attention to the study of the best markets to which such products should be shipped, thus aiding the farmers in securing the greatest returns. Included in this general work will also be special efforts to improve the grade of the live-stock on adjacent farms.

In connection with these plans, there will also be established an industrial department, in charge of Mr. John T. Patrick, of Pine Bluff, N. C., who for some years was State immigration agent of North Carolina, and who has of recent years been identified with extensive immigration and development work at Southern Pines and other points along the line of this road.

This feature of the work will take in the question of making known the industrial resources and capabilities of the country and of aiding to the utmost extent in the

development of manufacturing interests.

While one or two other Southern roads have each established an experimental farm, and while a number of Southern roads have immigration and industrial departments, we do not believe that any one has laid out such a broad plan as has been outlined by the management of the Seaboard system. It was to the success of the experimental farm of the Georgia Southern & Florida Railroad that much of the immigration along the country reached by that road was due. When Major Glessner was carrying such large numbers of Western fruit growers and others to that territory and making such a great success of his work in attracting population and advancing the interests of the country, his success was mainly owing (after giving full credit to his untiring energy and good judgment) to the experimental farm which had been operated so successfully. But this was only one extensive farm, and could not be seen by everybody. The Seaboard, on the contrary, in having 100 smaller farms, carries the work to a much greater extent and with much better promise of larger results.

## Washington Terminal Improvements.

There are good grounds for believing that several million dollars will be spent by railroad companies entering Washington in improvements within the next few years. At present three different plans are being considered. One is by the Baltimore & Ohio Company for terminals, which will be either above or below the grades of the principal streets, and which will necessitate the construction of an extensive viaduct of masonry or steel and the probable enlargement of its present depot. A bill is now pending in Congress providing for a new system of terminals for the Pennsylvania Railroad Co., by which the tracks of this system are to be depressed from a point in the suburbs to the present depot. The bill also provides for the construction of a new bridge across the Potomac river in place of the present wooden structure. It is understood this measure is not favored by the railroad company, but that it is considering a plan for a union station, which will be a very elaborate affair, and which will be located in a different part of the city from the present depot. To construct this building and the necessary tracks leading to it, it is understood, will require an outlay of several million dollars. While no details of the plan have been made public as yet, it is understood that the several railroad companies which now use the Pennsylvania depot will be interested, and that it will be a union station for the Southern, the Chesapeake & Ohio and possibly the Atlantic Coast Line, and the Norfolk & Western, as well as the Pennsylvania lines.

Chief Engineer W. H. Brown, of the Pennsylvania Railroad, it is understood, has prepared plans in the rough for the consideration of the several railway companies, and advocates a track system to be built below the grade of the city streets.

## To Extend to Kansas City.

The scheme of extending the Baltimore & Ohio system to Kansas City may be carried out within the next year. Some time ago the Manufacturers' Record stated that the company controlling the Kansas City, Pittsburg & Gulf had obtained control of several lines entering Kansas City and would make them feeders of its line to the Gulf. One of the roads referred to is the Quincy, Omaha & Kansas City. The Baltimore & Ohio would use this line and connect directly with the Gulf system. The connection

would be made through the Baltimore & Ohio Southwestern division. The plan involves the completion of the Winner bridge across the Missouri river and the construction of about sixteen miles of road in Missouri between Dearborn and Smithville.

## Work on the M., J. &amp; K. C. Road.

The Gulf City Construction Co., of Mobile, Ala., has finally begun work on the Mobile, Jackson & Kansas City Railroad, which, as already detailed in the Manufacturers' Record, is to be built from Mobile to Jackson, Miss., a distance of about 160 miles. Grading has begun at a point a few miles outside of Mobile, and the company has arranged for 1000 laborers to begin work on the line.

President F. B. Merrill, of the construction company, who is also president of the railroad, in a letter to the Manufacturers' Record, states that a contract for steel rails for the line has already been placed with the Carnegie Steel Co. The construction company will do the work itself, no sub-contracts being let. It is expected, according to Mr. Merrill, to complete the first section of the line to the Pascagoula river, fifty miles distant, by May 1. All contracts have been closed except for bridges, several of which will be required.

The people of Mobile and the section of Alabama through which this road is to pass are to be congratulated at the beginning of an enterprise which will be of so much benefit to them. It is to pass through a country which is very productive, and is heavily timbered. Naturally Mobile will become a local market for this part of the State, and there is no doubt but what the new line will greatly increase its trade. The fact that contracts have been let for rails and other material show that the company is thoroughly in earnest.

## A Kentucky Project.

The Bowling Green Northern is a projected line from Bowling Green, Ky., to a connection with the Illinois Central system. J. Procter Knott is president, and M. H. Crump, secretary, of the promoting company. In a letter to the Manufacturers' Record Mr. Crump writes that right of way has been secured for much of the mileage and surveys completed. He also states that the Illinois Central may decide to build the road as one of its branches and eventually complete it to Nashville, Tenn. It has been rumored that the Illinois Central might build a shorter line from Louisville to Nashville than exists at present, and the route of the Bowling Green Northern would be an advantageous one for this purpose. The total extension would be about 100 miles if constructed through Bowling Green.

## A Possible Combination.

A dispatch from Augusta, Ga., states that negotiations have been resumed with the view of combining the Macon, Dublin & Savannah with the proposed Charleston & Macon road. The Macon, Dublin & Savannah has been completed from Macon to Dublin, fifty-four miles, but is projected to Savannah, 113 miles in all. A Chicago syndicate, of which James Wright is manager, is promoting the line, which secured valuable terminal franchises in Savannah from the city council. If a combination is arranged between the companies, the Charleston & Macon would avoid the construction of fifty-four miles of road, completing its system from Charleston to Macon via Dublin. This would change the probable terminus of the Macon, Dublin & Savannah to Charleston.

## Valley Branch of the B. &amp; O.

The business men of Alexandria, Va., have determined to secure the trade of the people in the Valley of Virginia and will make special efforts to this end. By the transfer of the Strasburg & Harrisonburg road to the Southern, which will operate it, the through trains from this section of the State will enter Washington by way of Alexandria.

The Business Men's League of Alexandria will consider the idea of running special excursions to the city from the Valley. For a number of years the cities of Harrisburg and Philadelphia have increased their business relations with this part of Virginia and have secured the benefit of considerable trade which should rightfully have gone to Baltimore. It is claimed that this was due to the insufficient service given by the Baltimore & Ohio management under the late administration.

The arrangements between the Baltimore & Ohio and the Southern companies are such, however, that the road can be transferred back to the Baltimore & Ohio for operation by the latter in case the Baltimore & Ohio is offered it at a satisfactory rental. An official of the company informs the Manufacturers' Record that if the rental is fixed at a fair rate the Baltimore & Ohio will again take the branch and restore train service. It is claimed that the present amount required by the Southern is too much, considering the earnings of the line.

## Southern Railway at Nashville.

As might be expected, the Southern Railway Co. will be creditably represented at the Tennessee Exposition. A dispatch from Nashville states that M. V. Richards, land commissioner for the company, is now in that city making arrangements for the erection of a building to cost \$6000. This structure will contain the display to be made. The Southern's building at the Atlanta Exposition was one of the most attractive on the grounds.

## Railroad Notes.

The Southern Railway Co. has moved its supply department to Atlanta.

R. R. Webb, formerly of the International & Great Northern road, has been appointed traveling passenger agent for the St. Louis, Iron Mountain & Southern road in Texas.

The Illinois Central Company has prepared an attractive pamphlet descriptive of New Orleans. It is entitled "New Orleans for the Tourist," and is handsomely illustrated.

The Georgia Southern & Florida has issued a handsome pamphlet descriptive of Palatka, Fla., its Southern terminus. The pamphlet will be very valuable to Florida tourists.

The Missouri, Kansas & Texas Company has ordered thirty new locomotives, it is reported, for immediate use. It is understood that the Baldwin Locomotive Works will construct ten of the engines.

A dispatch from Louisville, Ky., states that the Illinois Central, through its representatives, has bought ground in that city for the proposed enlargement of its depot referred to in the last issue of the Manufacturers' Record.

The "Tramp" compound locomotive of the Richmond Locomotive Works has just finished a service test on the Louisville & Nashville Railway, and goes on the Wabash at once for experimental runs between St. Louis and Decatur. The Louisville & Nashville Railway has made no report yet, but it is understood that the engine has given satisfaction and showed great fuel economy.



## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

### Attempting to Organize Labor Unions Among Southern Cotton-Mill Operatives.

A dispatch from Columbus, Ga., referring to the visit of Mr. Robert Howard, the representative of the Cotton Operatives' Association of New England, to the cotton-mill operatives of the South, in order to organize them into unions, says:

"J. F. Estes, of Columbus, will travel with Mr. Howard as the representative of the Cotton Manufacturers' Association of the New England States. Mr. Estes is a gentleman of pleasant address, and is a highly moral man, having been at one time a minister. Mr. Howard says that he feels that in Mr. Estes he will have a good worker and a man who will be of much value in bringing the mill operatives to a proper sense of their duties."

If Mr. Estes is the gentleman "of pleasant address and highly moral character as he is here described, the Manufacturers' Record would suggest that he go home and stay there and permit the mill operatives to live in their present peace and contentment, enjoying the blessing of steady employment and better wages than they have ever been able to make in any other occupation in the past. If Mr. Estes is a demagogue seeking to arouse hostility between the operatives and the cotton-mill owners in order to earn a living for himself, as Mr. Howard has been so successfully doing for some years in New England, the Manufacturers' Record would suggest that his ministerial calling is not in keeping with his present work.

The attempt of these labor agitators to bring about the organization of the same class of trade unions for the purpose of eternally squabbling with their employers will yield no profit to the operatives, but, on the contrary, be to them as great a disadvantage as it will be to the South. The cotton-mill centres of this section have fortunately been free from the troubles that have harassed the New England mill people, and the cotton-mill operatives, living in harmony with their employers, have, as a result of the harmonious relations existing and of the steady work thus secured, received better net results from their labors than the operatives of New England. When labor begins to organize for the purpose of fighting the employers, the employers are forced to organize in order to control their own business, and the result usually works out to the very great disadvantage of the laboring element.

The Manufacturers' Record would not be understood as opposing labor organizations wisely formed and wisely managed, but for such demagogic walking delegates as Mr. Howard and their work it has no word of commendation. No greater misfortune could befall the cotton-mill operatives of the South than the carrying out of the plans which Mr. Howard and Mr. Estes are seeking to impose upon this section.

In the South it is somewhat different from New England. When the New England cotton-mill owner finds his operatives in constant hostility, he has no recourse but to meet them with equal

hostility; but in the South any unwise movement by Mr. Howard, designed simply for the purpose of benefiting the New England operatives, hoping by organizing the Southern operatives to enhance the wages paid to New England operatives, will only result in turning the attention of Southern cotton manufacturers to the employment of colored labor. In this respect the Southern mill owner has a recourse not open to the mill owners of any other section.

The Manufacturers' Record trusts that the time may be far distant when persistent labor agitators, carrying on their work in the South, will force mill owners to supplant white laborers by colored. It is possible that the time may come when there will be room enough in the cotton-mill business for both, without the one supplanting the other.

### A Reported New Variety of Cotton.

By Albert Phenix.

Down in Georgia, on a farm overlooking the domes and smokestacks of At-

lanta, an experimenter named T. A. Jackson has produced a variety of cotton, which, if half claimed for it holds good in practical extensive culture, will work nothing short of a revolution in cotton-growing. The imputed distinguishing characteristics of this variety are prolific yield—from two to four bales per acre—and a fibre long, stout and silky, and consequently of greater value per pound than most of the cotton now raised in America. Fugitive references to this cotton have appeared in the newspapers of the country during the past year, and some apparently apocryphal accounts of its history, its characteristics and the dismay it has spread among the growers of ordinary cotton have recently been printed in New York and Atlanta papers. A New York newspaper published a cut of a supposititious patch of this cotton, in which the cotton stalks towered like a forest of trees above the figure of a man in the foreground. An Atlanta paper published a story to the effect that a club of South Georgia farmers had offered \$18,000 for all the seed raised, with the intention of



PHOTOGRAPH SHOWING OPEN BOLLS.

have spoken regarding the new cotton are outspoken in their skepticism, but further inquiry in every case has demonstrated that this feeling is simply part and parcel of the suspicion which has forever been accorded to any new thing. "Every year somebody pretends to have discovered a wonderful new cotton, and we don't bother ourselves to investigate any of them." This remark, by the representative of one of the foremost cotton dealers of the South, probably describes the situation as applicable to all.

And yet when I have mentioned some of the peculiarities of this Jackson cotton, and have inquired if any cotton now raised in the South possesses such characteristics, the answer has been frankly, "no." I have several times visited Mr. Jackson's place, and have made a somewhat detailed examination of the patch, the plant and the product. I measured the patch, and found it contained a few feet (thirteen square feet) more than one-third of an acre. I was informed that there had been picked some 800 pounds of seed cotton from this small patch, and

there are top bolls enough already matured to increase this yield to possibly 1000 pounds, which would be from 2400 to 3000 pounds of seed cotton to the acre, and this in a year of unusual and blighting drouth. It is said that no commercial fertilizers were used; that the site was selected because of the poor quality of the soil, and that the crop was raised without irrigation (which might have been supplied), the intention having been to give the severest possible test to the new variety. Granting these conditions, the result is scarcely less than marvelous. The stalks will average six feet in height, while ordinary cotton on farms immediately adjoining, and with soil of apparently similar character, is in this drouthy year only one to two feet in height.

I counted the open and the matured bolls only on about 100 of these stalks. The highest I found was fifty-three; a great many had twenty, and those having less than five were very infrequent. It is claimed that ordinarily it should average ten bolls to the stalk. The rows are two feet apart, and the plants four inches apart in the row; the stalk shoots up straight, with apparently little tendency to "stool" or limb, and it fruits directly from the stalk. A leaf bud appears on the stalk, a short twig or stem is developed, and at the joint of the leaf and the twig the fruit, with from one to five bolls, is formed. The history of the plant so far is, that when the boll matures the leaf drops off, so that there are never more than three or four leaves at a time on the stalk, they being at the top, an advantage in picking the cotton, as well as a safeguard against disaster should the plant be attacked by the army worm, for he would starve to death. Some commentators have suggested that this tendency to shed its leaves may be due simply to the drought, which somewhat similarly affects all vegetation, but this hypothesis would hardly account for the fixed habit of this plant to invariably shed its leaf only after the maturity of the boll.

As I remarked before, it can scarcely be claimed that this cotton has proceeded beyond the experimental stage, and until it is scientifically investigated and given the benefit of extensive cultivation throughout a number of seasons in various places, and its progress from germination to maturity, and then to the loom, has been carefully noted by a number of authorities, there must be an element of speculation as to its methods and its merits; but there hardly seems room for reasonable doubt that it is a distinct and new variety of cotton, and that it will give results far beyond any variety now grown. I was talking with an expert the other day, who admitted he had made no examination of it, but who expressed the belief that it was simply one of the varieties heretofore grown in this country. I asked him if it would be possible to raise an average of ten bolls to the stalk of ordinary cotton if it were planted, as this was, in two-foot rows four inches between stalks. He promptly declared it would not. Ordinarily, cotton is planted in three to four-foot rows, from twelve to sixteen inches apart. And here, it would appear, is a radical point of advantage, which, waiving all other considerations, is sufficient to merit the most exhaustive experimentation. In an acre of ordinary cotton, with four-foot rows and at twelve inches apart, there would be 10,920 plants. With this cotton, planted in two-foot rows and at four inches apart, there would be 66,150 plants to the acre. So that, allowing for bad season, accidents, ravages of insects and worms, it would appear that two bales to the acre might almost be counted on as an average crop.



For one thing does seem to be clearly established, and that is, that, unlike the ordinary cotton, this plant is more thrifty and prolific when planted closely.

At the time I visited the patch the open bolls had been pretty well picked, but at Mr. Jackson's house were a number of stalks which had been cut with all the bolls filled. No photographs had been taken of the cotton. I secured a photograph of the field, with pickers just cleaning up the patch, and had several of the stalks with filled bolls photographed. The shortest of these is about two feet high, a cutting, and has fifteen open bolls. I also had a bundle of the stalks pulled up by the roots and had them photographed while being held by a negro laborer. They were average stalks, and from the root to the tip measured about seven feet.

On one of the five-foot stalks in the house I counted fifty-five open bolls. I found that thirty-two of these bolls had five locks and eight had six, and I was informed that some had been found with as many as ten.

The seed of this cotton is another peculiarity. It is smaller than that of ordinary cotton, so that 1500 pounds of seed cotton is calculated to make a bale of the lint, instead of 1600 pounds, as with ordinary cotton. It appears also to have a characteristic mark, a seam down the centre of one side, and Mr. Jackson is authority for the statement that it germinates from the centre instead of from either end, as does the common cotton. It is said there are nine seed to each lock, invariably.

No new thing ever appeared shrouded with a more mysterious origin or had a more romantic history. This is the story that is told: Two years ago a soldier of fortune, a sort of wandering Jew, named Keil, stopped off at Atlanta and tarried awhile. He fell in with Mr. B. T. Jackson, took a fancy to him and exhibited a varied collection of curios which he said he had gathered in his travels. Among them was a wonderful specimen of cotton. It was a cutting eighteen inches long, which contained fifty-six perfect open bolls. He had cut it, he said, from a 20-foot stalk he found growing in front of a hut in a wild part of interior Africa, near the Congo river, 700 miles from the coast. There were numerous other stalks of the same height, and they seemed to be used for ornamental purposes. This cutting he had secured and kept simply as a curiosity.

Mr. Jackson's interest was naturally aroused. His father has long been an experimenter in the fields of horticulture. He produced the Jackson wonder butter bean, which has been taken up and pushed by one of the leading seed men of the country; he startled some friends once by giving them ripe tomatoes from the top of a vine and unearthing potato bulbs at its roots—a vast mystery till he explained his success at grafting; and there is in his door yard a peach tree which bears double blossoms like a rose, and peachy-looking fruit which tastes like the seed of a rose, for it is a peach graft on a rose stock. Finally, it was agreed that the Jacksons should take the cotton and see what it would do in this country. From this seed fifty-seven stalks only were raised, but some of them were wonders. Mr. Jackson sent three stalks to the Atlanta exposition, where they appeared in the exhibit of the Plant Railway system. One stalk was seven feet high, another nine and another fourteen, and there were 158 bolls on this one. The results were so satisfactory that Mr. Jackson concluded to send Keil back to Africa for several bushels of seed. He was gone four months, and when he returned reported that he found the whole region where he had secured the cotton devastated by a forest fire, and there

were no traces left of either cotton or villagers.

So taking the seed produced by his fifty-seven stalks, Mr. Jackson selected the soundest and best and planted the patch here under discussion.

What will be the future of the cotton is yet problematical. It is true that a responsible-looking man was in Atlanta, representing himself to be the agent of a crowd of South Georgia farmers who were ready to pay \$18,000 for the seed to destroy them; but he didn't succeed in reaching Mr. Jackson. Negotiations were begun to sell the entire product, some ten bushels of first-class seed, to New Orleans parties, but they evidently had no faith in the representations made, and beyond sending a telegram to an Atlanta house which could give no information, they took no steps to investigate the merits of the cotton. It begins to look somewhat as though the singular fate which has been accredited to the stranger will pursue it to the end. The ten bushels of seed have been divided into three por-

of 7000 spindles and other machinery, at a cost of about \$100,000.

#### Some Important New Cotton Mills.

Messrs. W. B. Smith Whaley & Co., engineers and architects, Columbia, S. C., in a letter to the Manufacturers' Record, say:

"We can tell you nothing about the Trainer mill at present, except that it is to be built right away and will have an ultimate capacity of 1000 looms on print cloth, with all necessary preparatory machinery for making the yarn, about one-half of which will be installed to start with. The Enterprise Cotton Mills, of Orangeburg, S. C., are now putting in the foundations for the building. It will be 190 feet four inches long, seventy-six feet wide, and four stories of fifteen feet each in height, and will be capable of accommodating 10,000 spindles, with their complement of looms, about 300. The Granby Mills, of this city, are waiting on power to start up with the 15,000 spindles now in, which are about one-third of their ca-

sure to the new enterprise its share of the cotton-goods trade of the South.

#### Textile Notes.

Mr. J. B. Goodlett, of Huntsville, Ala., contemplates the establishment of a knitting mill.

The Raleigh Cotton Mills, of Raleigh, N. C., has completed the installation of \$8000 worth of new machinery.

There are reports current that the United Industrial Co. will build another knitting mill at Roanoke Rapids, N. C.

It is said that the Long Island Cotton Mills, of Monro, N. C., will put in looms for weaving the product of its 3000 spindles.

Mr. James A. Gary, of Baltimore, denies the report connecting his name with the purchase of the Gray cotton factory, near Ellicott City, Md.

According to reports, a proposition has been made for the erection of a \$600,000 cotton mill at Douglasville, Ga. The city is asked to furnish \$100,000 of the capital stock and exemption of taxation for five years.

The United Industrial Co., whose main office is in the Equitable Building, New York, has closed the year's run of its knitting plant successfully at Roanoke Rapids, N. C., and contemplates enlarging the plant.

The Pocahontas Cotton Mills Co., of Petersburg, Va., has completed an addition to its plant. The addition is a new weave shed 95x55 feet in size, and its cost, including fifty-two new looms, etc., was about \$7000.

There is a movement on foot at Emporia, Va., for the establishment of a cotton mill. It is stated that the projectors propose to purchase the old Walker grist-mill property near Emporia and convert it into a cotton mill.

The Mills Cotton Mills, of Greenville, S. C., has completed its buildings recently, and the equipment of machinery, consisting of 5000 spindles and 350 looms, is being installed. The buildings have ample room for doubling this capacity when required.

The new Norris Cotton Mills, at Central, S. C., has completed its buildings, and the machinery equipment is now arriving and being placed in them. The equipment consists of 5000 spindles, 160 Mason looms, carding machinery, electric-light plant, etc.

Messrs. Edgar, George and A. A. Du Rocher, of Knoxville, Tenn., will establish a large knitting plant at Knoxville. The plant will be one of considerable size and capacity, and will cost about \$10,000. The product is to be hosiery, underwear and other knit goods.

The Charleston Cotton Mills, of Charleston, S. C., held a stockholders' meeting last week and decided to wind up the affairs of the company and offer the plant for sale. The equipment consists of 28,000 spindles and 720 looms. Mr. Jas. M. Seignious presided at the meeting.

The Roanoke Mills Co., of Roanoke Rapids, N. C., has completed its 18,000-spindle cotton mill, and the equipment of machinery is now being placed in the buildings. It is expected that manufacturing will commence about January 1, employment to be given to 500 operatives.

The Augusta Factory, of Augusta, Ga., will build an addition to its plant to be used as a cloth room. Contract for construction has been awarded and the machinery has been ordered. The latter will consist of seventy-five looms and other necessary equipment. This addition will increase the plant's output about 15 per cent.

The Roanoke Mills Co., of Roanoke



PHOTOGRAPH SHOWING HEIGHT OF COTTON.

tions, and Mr. Jackson now retains only about a third. Mr. Jackson agreed to give a third of the profits to Keil and another third to a man in Alabama who advanced the money to send Keil back to Africa. Some months ago Keil disappeared, and was last heard from in Alaska. Recently a man from Texas appeared with a claim for Keil's third, alleging that it had been transferred to him, and so a division was made. Mr. Jackson may sell out his holding in bulk or he may sell in small lots to individuals; but his friends are urging him to replant his entire lot of seed, so that a more thorough experiment may be made and a more convincing demonstration be given of the merits of a cotton which it is believed contains the possibilities of a boon to the South of incalculable value.

#### A \$100,000 Cotton Mill.

The Manufacturers' Record is advised that Messrs. Rodman & Heath, of Waxhaw, N. C., have contracted for brick, and have in contemplation the erection of a cotton mill at Waxhaw, on the Seaboard Air Line. They propose to put in a plant

capacity. The Warren Manufacturing Co., of Aiken Junction, S. C., will shortly begin work on their building, which will have a capacity of 20,000 spindles, one-half of which will be installed at the start."

The Trainer mill to which reference is made is the projected mill to be established at Birmingham, Ala., by Messrs. David and J. N. Trainer, of Chester, Pa., and their associates.

#### 10,000-Spindle Mill for North Carolina

Dr. J. H. McAden, of Charlotte, N. C., writes to the Manufacturers' Record confirming our report, noted last week, that he intends to build another mill in Gaston county, North Carolina, near McAdenville, N. C. A plant equipped with 10,000 spindles and 400 looms and complement of machinery is proposed, and power to operate same will be developed from the Catawba river, on which stream a site for the mill has been selected. At the site chosen about 3000 horse-power can be developed. Dr. McAden's experience as president of the McAden Mills, of McAdenville, will en-



Rapids, N. C., is busily engaged installing the machinery for its mill, and by January 1 expects to commence operations. The spinning machinery is already in place, and the looms, coppers and other machinery will be put in as rapidly as possible. Ten thousand spindles will be the equipment at the start, and several hundred hands will be employed.

The Atlanta Textile Manufacturing Co., of Atlanta, Ga., which was recently organized to establish a web and tape factory, will arrange at once for the equipment of its plant. The equipment will consist of twenty looms, 300 braid-ers, warpers, ballers, etc. The product will be boot web and spool tape and similar goods. The company is now ready to receive propositions on the machinery. Mr. Jas. L. Logan, 34 E. Alabama street, is secretary.

The Spartan Mills, of Spartanburg, S. C., has signified its intention to increase capital stock from \$500,000 to \$1,000,000, as recently decided upon by the stockholders. The company's new No. 2 mill is rapidly nearing completion, and its 40,000 spindles and 1300 looms will be put in operation as soon as possible. At the recent meeting of the stockholders a dividend of 3 per cent. was declared; although much more could have been paid, it was wisely thought best to put some of the profits in the new plant. This policy of paying a moderate dividend and accumulating a surplus, rather than to pay out all earnings in dividends, should be pursued by all companies. There has been some talk of the company erecting another plant upon the completion of No. 2 mill, but nothing definite has as yet been made public. President of the company, Mr. John H. Montgomery.

#### Want a Cable Transfer System.

In a letter to the Manufacturers' Record, Messrs. J. C. Carpenter & Co., of Clifton Forge, Va., state that the road they have been building for the Beatty Lumber Co., of Crow, W. Va., has been completed. It is eleven miles long, and connects the company's lumber plant with the Chesapeake & Ohio system. Carpenter & Co. are desirous of securing a system for conveying lumber and other stuff across the New river, which would require a cable with fully 1000 feet span. The system must be able to carry weights of from twelve to fifteen tons safely. Cable and other transmission companies may address Carpenter & Co., Clifton Forge, Va.

#### New York Capital to Develop Bauxite in Georgia.

A dispatch from Rome, Ga., announces that arrangements have been completed for the extensive development of bauxite mines near Rome.

Capitalists of Utica, N. Y., are interested, and it is said that they have awarded contract to Junius George, of Rome, for the construction of \$30,000 worth of machinery for mining, drying and otherwise treating the ore.

Bauxite is found in inexhaustible quantities near Rome, and a number of mines have been in operation in that section for several years.

The new plant referred to will be completely equipped with every modern device for rapid and economical handling of the ore.

W. A. Wallace has been appointed traveling freight agent of the Baltimore & Ohio.

S. Halline has been appointed secretary of the Missouri, Kansas & Texas, succeeding C. G. Hedge, recently appointed vice-president.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

### The Market for Cottonseed Products.

New York, December 8.

A weak and declining market are features of the hour in the cotton-oil business. The unusually heavy receipts of hogs at all points, together with the decline in wheat, have again placed lard well down toward the low record established earlier in the year. This has had the effect of materially curtailing the demand for compound lard, thus rendering the home as well as the export trade very uninteresting. Spot lots have therefore declined, and we hear of offers of prime yellow as low as 24 cents. Not a few of the refiners here, as well as users of American refined abroad, are well supplied, and no immediate betterment of existing conditions may be expected from either source. These conditions, with regard to the depression in prices, are local, however, oil being on the whole firmly held by first hands. With the more favoring position of ocean freights and low prices of oil, it was expected a revival in exports would have set in, but such has not proved to be the case, thus confirming the report that plentiful supplies of cotton oil were available abroad for current needs. Arrivals during the week aggregate 5000 barrels, and being marketed under pressing conditions, prices were still further weakened. Tallow is decidedly weak and notably low, 3½ cents being the market price. Under the foregoing circumstances, seed purchases at the mills must necessarily prove of a limited character, as the price they are warranted in paying, basing same on current oil values, is not up to the expectations of planters, who prefer to use the material for other purposes. The oil output will thus be correspondingly lessened, which will probably produce higher prices for same later on. An advance in lard is the one thing needed to improve the situation in cotton oil. Exports reached the respectable total of 9000 barrels, chiefly the consummation of old contracts, however, 2300 of which were shipped to Rotterdam. The ruling prices are as follows: Prime crude, 21½ to 22 cents; crude, loose, f. o. b. mills, 17½ to 19¼ cents; summer yellow, prime, 24½ cents; summer off grades, 24 cents; yellow, butter grades, 26 to 27 cents; prime white, 28 cents, and soap stock, ½ to ¾c. Liverpool refined is dull at 15s. 9d.

A good export demand continues for cake and meal at higher prices. Notwithstanding the heavy shipments to Great Britain and Europe, the consuming demand has been greater than the supply, and American cake in England, especially in London, is scarce. Cake and meal are therefore selling at full prices abroad, £5 10s. to £5 13s. 9d. being quoted in Liverpool and as high as £6 in London. New Orleans quotes cake and meal for export at \$18.75 to \$19, the light offering for local consumption being on same basis of values at this point. The increased export of American seed to Liverpool would indicate the need of crude material supplies, with regard to the scarcity of Egyptian seed. Arrivals of 700 bags of meal are reported here and 108 tons at Boston.

#### Cottonseed-Oil Notes.

The steamship Siedmere cleared from Galveston last week for Hamburg with 29,127 sacks of cottonseed meal, 7234 sacks of cotton oilcake and other cargo.

Two machines for delinting cottonseed

so as to render it fit for export are now in operation in Vicksburg, Miss., having been set up by the Advance Gin & Mill Co., and are doing good work.

Over 3300 head of cattle are being fed at the cottonseed-oil mill in McKinney, Texas, for the markets. Owing to the short corn crop, the supply of cottonseed is not as plentiful as last year, notwithstanding the cotton yield is better this year than last. Farmers prefer feeding their seed to selling it.

The cottonseed products shipped during the month of November from the port of Galveston, Texas, and distributed among the countries of Great Britain, Continent and Mexico, were: Cottonseed meal, 386,621 sacks; cottonseed cake, 32,250 sacks; cottonseed oil, 4110 barrels, and cottonseed, 6099 sacks.

The market for cottonseed oil among the Texas mills is easier and devoid of any favorable features. Other cottonseed products, such as meal, cake and hulls, are in good demand at advancing prices. A large number of the mills are feeding cattle, which consumes a great quantity of products, while the export demand is active.

The market in New Orleans for cottonseed products last week was steady; prime crude oil in bulk, 18 cents; prime summer yellow in barrels, 23 cents; meal, \$17 per short ton, and cake, \$18.50 to \$19 per long ton for export. The following quotations represent receivers' prices: Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot, \$16.50 to \$16.75 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$18.50 to \$18.75 for current month; oilcake for export, \$18.50 to \$18.75 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime in barrels, per gallon, 19 to 19½ cents; loose, per gallon, 17½ to 18 cents, according to location of mill; refined cottonseed oil, prime in barrels, per gallon, at wholesale or for shipment, 23 to 24 cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 11½ to 20 cents; foots, 1 to 1¼ cents; linters, according to style and staple—A, 3½ to 4 cents; B, 3½ to 3¾ cents; C, 3¼ to 3½ cents; ashes, none.

The annual meeting of the American Cotton Oil Co. was held on the 3d inst. at Guttenburg, N. J. The annual report is for the year ending August 31, and is less favorable than for the previous year, showing profits from business of \$886,431, and after deducting interest on bonds and dividends on stock, a deficit exists of \$277,117, against a surplus last year of \$201,780. Of the \$4,000,000 of debenture bonds originally issued, \$932,000 have been redeemed and cancelled, leaving outstanding \$3,068,000. All of the properties of the organization are absolutely free from mortgage, and there are no liabilities on loans or for bills payable. The sum of \$246,963 has been expended in repairs of the properties and is included in the expenses of manufacturing and operating for the year. Notwithstanding the unprecedented business conditions, the losses from bad debts during the year amounted to less than one-fourth of 1 per cent. In concluding his report, Mr. George A. Morrison, chairman of the board, says: "A change for the better has appeared in the general commercial conditions since the end of the fiscal year covered by his report, and has already marked an improvement in the earnings of your company, giving promise of returning prosperity. In submitting their annual report your directors feel that the outcome of the year's operations and the maintenance of trade, secured in the face of extraordinary business conditions pre-

vailing throughout the entire period, should be satisfactory to the stockholders." A vote of over 59 per cent. of the stock re-elected as directors Messrs. Frank, Mason and Urquhart, whose terms expired. At the recommendation of the board a resolution was passed taking from the directors the right to change the by-laws and conferring that power exclusively upon the stockholders.

### Iron Markets.

Cincinnati, Ohio, December 5.

The general business of the week has not been an active one, but it has not been disappointing, as a large tonnage was not expected. A number of good-sized orders have been booked by manufacturers having contracts to cover, and in a quiet way considerable business has been transacted.

The orders for new rolling stock it was believed the railroads would give after the election have not materialized to any liberal extent. The orders that have just been placed for freight cars comprehend 1000 B. & O. to St. Louis, 1600 Illinois Central and 1000 Wisconsin Central to the Chicago district.

Inland navigation is suspended for the season, but all-rail deliveries, from the South particularly, are going forward freely.

There is no single feature of the trade prominent or worthy of special note; money is easy and financial facilities are much improved.

We quote for cash f. o. b. Cincinnati: Southern coke No. 1 foundry... \$10 75@11 00 Southern coke No. 2 foundry... 10 25@10 50 Southern coke No. 3 foundry... 9 75@10 00 Southern coke, gray forge... 9 50@9 75 Southern coke, mottled... 9 50@9 75 Southern coke No. 1 soft... 10 50@10 75 Southern coke No. 2 soft... 10 00@10 25 Belfont coke No. 1, Lake Sup. 12 00@12 50 Belfont coke No. 2, Lake Sup. 11 50@12 00 Hanging Rock charcoal No. 1... 15 00@16 00 Tennessee charcoal No. 1... 13 00@14 00 Jackson Co. silvery No. 1... 13 50@14 00 Standard Alabama car-wheel... 14 75@15 50 Tennessee car-wheel... 13 50@14 50 Lake Sup. car-wheel & mail'e... 14 75@15 25

New York, N. Y. December 5.

The market in iron is quiet, but firm. No one is looking for much business until after January 1. But transactions continue in a small way, as foundries take new work and wish to cover for it. There is undeniable disappointment in commercial circles generally that things have not moved faster since the election. But there are very good reasons for the hesitation that in no way affect the underlying strength of the situation. Indeed every important development strengthens the foundation on which the future improvement is to be built. Easy money, heavy exports of grain and merchandise at better prices, light imports, the undeniable evidence that liquidation abroad has made America more independent of financial support in Europe than it has ever been—these, and many other arguments, are factors that cannot fail to be felt in due time.

Meantime the prayer of business men is for exemption from currency-reform schemes and tariff agitation beyond what is necessary to supply the revenue deficit.

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Southern... @12 00 No. 1 X Virginia... @12 00 No. 2 X Alabama or Virginia... @11 50 No. 1 soft Alabama or Virginia... @11 50 No. 1 X lake ore coke iron... @13 50 No. 2 X lake ore coke iron... @13 00 Lake Superior charcoal... @16 25

St. Louis, Mo., December 5.

The Western iron market is gradually showing signs of strength, although the orders now placed are small for immediate consumption. A few inquiries for prices on iron, deliverable the early part of 1897, is an indication of the preparations for increased work in many lines of trade.

Heavy sales of Southern iron for export are reported. The trade in iron with



foreign countries will undoubtedly be an important factor during the coming year.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	@ \$11 50
Southern coke No. 2.....	@ 11 00
Southern coke No. 3.....	@ 10 50
Southern gray forge.....	@ 10 25
Tennessee charcoal No. 1.....	@ 13 75
Lake Superior coke No. 1.....	@ 14 00
Lake Superior car-wheel.....	@ 15 25
Southern car-wheel.....	@ 15 25
Genuine Connellsville coke.....	@ 4 55
West Virginia coke.....	@ 4 25

Philadelphia, Pa., December 5.

October was the best month we have ever had as far as the volume of our own business is concerned, and November turned out a close second. The hand-to-mouth manner of purchasing has ceased, and all contracts for finished material are promptly covered. Where deliveries have to be extended beyond the first six months of next year a sharp advance is necessary. There is no boom in sight, and only healthy normal conditions exist.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama.....	@ \$12 00
No. 2 X standard Alabama.....	@ 11 50
No. 1 X standard Virginia.....	@ 12 00
No. 2 X standard Virginia.....	@ 11 50
No. 1 X lake ore iron.....	@ 13 50
No. 2 X lake ore iron.....	@ 13 00
Lake Superior charcoal.....	15 85 @ 16 35
Standard Georgia charcoal.....	16 25 @ 17 00

ROGERS, BROWN & CO.

#### Charleston's New Industry.

The shoe factory at Charleston, S. C., has begun operations. It is the only plant of the kind in that city, and although the employees are principally new hands at shoe-making, the factory is turning out 125 pairs of shoes daily. About thirty workmen are employed at present, but it is expected to soon increase the force. It is claimed that the goods are superior to the shoes now sold in Charleston, which are made in Massachusetts factories.

#### The Tennessee Exposition.

The directors of the Tennessee Exposition appear to be arousing widespread interest in this enterprise, which is to open at Nashville on May 1. The Board of Trade of Louisville has taken a deep interest in it, and indications are that Kentucky will be very creditably represented. The State legislature of Pennsylvania, it is expected, will appropriate about \$40,000 for a special building, while the governor of New York has appointed a board of commissioners from that State, consisting of some of the most prominent residents of New York city.

The prospects are that the exposition will be much more elaborate and important in its character than was originally intended, and that in spite of the comparatively recent date on which the Atlanta Exposition was closed, it will prove very attractive to Southern people generally. It is to be hoped that every Southern State will be properly represented at the exposition, as whatever display is made will be regarded by the thousands of visitors who are sure to be present as an indication of the development of the section from which the exhibit came.

A dispatch from Texas states that Mr. William E. Goodyear, contractor for the work of deepening the harbor at Aransas Pass, is vigorously exploding 25-pound dynamite cartridges every ten minutes. This is the system that Mr. Goodyear is using in his efforts to secure deep water. The dispatch adds: "Things have been very lively at the work at the harbor since the guarantee contract was let, and a number of Congressmen and prominent railroad officials have visited the place during the last few days. They have asked many questions as to the work and the possibility of the harbor, and several of them have predicted that deep water at Aransas Pass would cause a revolution in railroad rates and connections in the southern part of the State."

## PHOSPHATES.

### Phosphate Discoveries in Middle Tennessee.

The Banner, of Nashville, in a recent issue published an interview with Mr. Lucius P. Brown, of that city, in regard to phosphate discoveries in Maury county, in which he said:

"The deposits of phosphate rock are practically co-extensive with the boundaries of the 'bluegrass country' of middle Tennessee, but over by far the largest part of this extensive area the rock is either too poor in quality or too small in quantity for profitable working. Those deposits now being mined lie adjacent to the town of Mt. Pleasant, in Maury county, and extend thence east for six or seven miles, with a width, so far as ascertained, of two or three miles. Other workable deposits may be found in future, but this is the only one now known that is worth mining.

"Estimates of minerals in sight are, at best, very dangerous to handle, and the most I can say on this subject is that there is enough to last any present or prospective demands upon this field for a great many years.

"The first rock was discovered in the winter of 1895-96 by Mr. S. L. Weatherley, of Lewis county, but for business reasons was not prospected at that time, and the first mining took place in July, 1896.

"These deposits have no connection with the well-known deposits of Hickman and Lewis counties. They are not only of totally different geologic age, but are of different lithologic character. The Hickman county deposits are a hard, blue rock, ranging up sometimes to forty inches in thickness, and were originally deposited as we now find them, while the Maury county rock is a gray, porous material, universally called sandstone heretofore, and was formed by the backing by surface waters of a blue limestone containing, usually, as much as 50 per cent. phosphate of lime. Again, Hickman county deposits lie in approximately horizontal stratum, like a thin seam of coal, and the amount of overburden upon them varies with the height of the hills in which they are found, while the deposits at Mt. Pleasant follow approximately the contour of the surface, and the overburden is rarely over ten feet in thickness. This makes the mining of these deposits a comparatively easy job.

"They are much ahead of the South Carolina deposits, and of any in Florida except what is known as 'hard rock,' and they seem to be fully equal to the latter in richness and superior in working qualities. The rock contains, as shipped, from 72 per cent. to 84 per cent. phosphate of lime, and less than 3 per cent. of the oxides of iron and alumina, which are the objectionable constituents. No other rock now on the market except the Florida 'hard rock' shows such an excellent analysis.

"The companies now mining at Mt. Pleasant are the Tennessee Phosphate Co., Attilla Cox, president, Louisville, Ky.; T. C. Meadows & Co., Mt. Pleasant, and Columbian and Bluegrass Phosphate Companies, of Nashville. Besides these, there are several smaller concerns, say eight or nine all told."

The Chicago Tribune of recent date said:

"A rich and extensive discovery of rock phosphate has been made in Tennessee. The deposits underlie four counties in the vicinity of Nashville—Davidson, Williamson, Rutherford and Maury. The rock lies in a vein averaging from three to twelve feet in thickness, and is

but ten feet below the surface. The commercial value of the discovery it is impossible to estimate, but the output will be very rich.

"Mr. Clark, of the firm of Pratt & Clark, chemists, of Atlanta, while in Nashville some four weeks ago on business, passed some men digging a sewer. He picked up a piece of the soft, crumbling, yellow rock, had it analyzed and found it 82 per cent. pure phosphate.

"George W. Scott, a capitalist of Atlanta, was informed. He, with a crew of picked laborers, went to Nashville. All the property near the location of the sewer was bought up, the vein followed and the farms bought wherever the rock was found.

"The fertilizing firms of Chicago managed to get a generous slice. It is said Phillip D. Armour has a chemist and representative in the field, who are looking for more land."

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., December 10.

In the local phosphate market the volume of business continues very light, and the market is quiet, in sympathy with the tone for other fertilizer ingredients. Local manufacturers are not buying large lots, and the demand from out-of-town buyers is limited in character. The situation at producing points is unchanged, and in South Carolina river miners are doing very little in the line of development. Land miners are actively engaged and are shipping considerable rock. Prices at the mines are quoted at \$3 per ton for crude phosphate, \$3.25 for hot-air-dried f. o. b. Ashley river and \$3.45 Charleston city. In Florida the work of development is proceeding very slowly and miners are not disposed to work their plants at the present prices. There is, however, considerable rock being shipped from the pebble district and some considerable shipments of land rock by rail for Savannah and Brunswick, Ga. In the Tennessee phosphate belt matters are quiet, and during the winter season mining will be partially suspended. The Mt. Pleasant field is producing a good yield, but the rumor of new discoveries of rock has little or no effect upon the general situation. At the moment stocks are very light and sales slow. In the local market during the week there are no new charters reported for vessels to load phosphate at Florida or South Carolina ports. The demand for sail tonnage in New York is moderate, with some inquiries for steamers. Rates are unchanged. Among the charters reported for the week were the following: The British steamer Castlefield, 1438 tons, from Tampa to Ghent with phosphate at 18/6, January; British bark Mount Vernon, 526 tons, from Coosaw to Granville with phosphate at 16/9; British steamer North Anglia, 1359 tons, from Savannah to London with phosphate at 16/, February-March; British steamer Scaw Fell, 1440 tons, from Savannah to Hamburg with phosphate at 16/, January-February; British steamer Humbert, 1202 tons, from Coosaw to Hull or Tyne with phosphate at 14/6, December; schooner John B. Coyle, 651 tons, from Port Tampa to Philadelphia with phosphate rock at \$2; a schooner from Port Tampa to Baltimore or Cartaret with phosphate rock at \$2, and schooner H. P. Mason from Fernandina to Elizabethport with phosphate rock at \$1.90.

### Fertilizer Ingredients.

The general market for all the leading ammoniates is quiet, with prices slightly lower. There is very little demand from Southern sources. The market in the

West is steady, with stocks not excessive and offerings of blood and tankage moderate. Nitrate of soda in the New York market is quiet and prices unchanged.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 25 @
Nitrate of soda.....	2 00 @
Blood.....	@ 1 80
Hoof meal.....	1 65 @ 1 70
Azotine (beef).....	1 65 @ 1 70
Azotine (pork).....	1 70 @ 1 75
Tankage (concentrated).....	1 65 @ 1 70
Tankage (9 and 20).....	1 70 and 10
Tankage (7 and 30).....	15 00 @ 16 00
Fish (dry).....	20 00 @
Fish (acid).....	11 00 @ 12 00

### Phosphate and Fertilizer Notes.

It is estimated that 253,168 tons of fertilizers represented the shipments from Charleston, S. C., by railroad this season, against 153,908 tons last season.

The steamship Betty cleared last week from Savannah for Genoa with 1811 tons of phosphate rock among her cargo. The British steamship White Jacket cleared for Kastrup, Denmark, with 3084 tons of phosphate rock valued at \$30,850.

A charter was issued in Norfolk, Va., last week to the Pocomoke Guano Co., with headquarters in that city. The capital stock is to be not less than \$5000 nor more than \$50,000. The officers are Adam Tredwell, president; Samuel M. Lloyd, vice-president and general manager, and C. W. Priddy, secretary. These, with the following, compose the board of directors: G. S. Griffith, Jr., and W. G. Miller, of Baltimore, and R. A. Baker, Jr., of Norfolk.

Mr. K. B. Harvey reports the shipments of phosphate rock from the port of Punta Gorda, Fla., for the month of November as follows: Steamship Resolute for Hamburg with 2150 tons on the 20th inst., and schooner Charles L. Davenport for Norfolk with 1471 tons, making a total of 3621 tons by the Peace River Phosphate Co.; previously reported, 20,126 tons domestic and 43,346 tons foreign, making a grand total to November 30, inclusive, of 67,093 tons.

The rich deposits of fuller's earth recently discovered in the vicinity of River Junction, near Pensacola, will, it is said, be the means of attracting considerable capital to Western Florida. The indications are that extensive works will be established at River Junction early in the new year to refine and prepare the product for market. Fuller's earth is largely used in bleaching oils, and the demand from refiners of cottonseed oil and others is expected to develop in a great extent this important industry.

Messrs. J. M. Lang & Co., of Savannah, Ga., report the shipments of Florida phosphate rock from that port for the month of November as follows: Steamship Torpea for Hamburg with 5300 tons and Adrishalg for Bremen with 611 tons by Abe Newman; steamship Scarofell for Stettin with 2250 tons by B. Arentz & Co.; steamship Evelyn for Genoa with 1393 tons by the Anglo-Continental Guano Works, and steamships Linda for Rotterdam with 1967 tons, Horsa for Hamburg with 2508 tons and Betty for Venice with 1811 tons, by C. E. Abson, being a total for the month of 15,840 tons.

### A Dry-Dock for New Orleans.

A dispatch from New Orleans states that the McLellan Dry-Docks Co., of that city, has purchased the dry-dock intended for use of the government at Pensacola, Fla., but which was never placed in position. It is stated that this dock has a raising capacity of 4000 tons. It is to be placed in position at Algiers, near New Orleans, by the purchasers, who control several other docks in and around the city.



## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

## Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

## LUMBER MARKET REVIEWS.

## Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., December 10.

The local lumber market shows a slight improvement in some respects over previous weeks, and the record of trade is of larger proportions. Receipts of yellow pine are moderate, and at the moment there is a fair supply of air-dried material; enough, in fact, to satisfy the current demand. Builders, yardmen and boxmakers are all buying in small lots, just sufficient to satisfy present necessities. There is a better demand for kiln-dried North Carolina yellow pine, and prices show a hardening tendency. Sales during the week have been made at outside figures. White pine is also in better demand, with a fair supply and values steady. Cypress is dull and easy, with very little business. The hardwood trade is picking up, and during the past week there has been a better inquiry, both local and from out-of-town buyers. The export trade remains unchanged, and shippers are not doing much direct from this port. At a meeting of the Baltimore Lumber Exchange last week officers for the ensuing year were elected. There was only one ticket in the field, and it received the unanimous support of the members. Mr. H. Clay Jones was elected president and Francis E. Waters alternate to the National Lumber Tariff Convention, which is to meet in Cincinnati on December 15.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE		
5-4x10 No. 2, kiln dried.....	\$12 50@	13 50
5-4x12 No. 2, kiln dried.....	14 00@	15 00
4-4x10 No. 1, kiln dried.....	15 00@	15 50
4-4x12 No. 1, kiln dried.....	15 50@	16 50
4-4 nar. edge, No. 1, kiln dried.....	13 00@	14 00
4-4 wide edge, No. 1, kiln dried.....	17 00@	18 00
6-4x10 & 12, No. 1, kiln dried.....	23 00@	24 00
4-4 No. 1 edge floor, air dried.....	13 50@	14 50
4-4 No. 2 edge floor, air dried.....	10 50@	11 50
4-4 No. 1 12-in. stock, air dried.....	15 00@	16 00
4-4 No. 2 12-in. stock.....	12 00@	12 50
4-4 edge box or rough wide.....	7 50@	8 50
4-4 edge box do. (ord. widths).....	6 50@	7 50
4-4 12-inch rough.....	9 00@	10 00
4 narrow edge.....	5 00@	6 00
4 wide.....	6 50@	7 50
4x9 1/2 and 10 1/2-inch.....	8 50@	9 50
Small joists, 2 1/2-12, 14 and 16 long.....	7 50@	8 50
Large joists, 3-16 long and up.....	8 00@	9 00
Scantling, 2x3, 2x4 and 3x4.....	7 00@	8 00

WHITE PINE.		
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	47 50@	48 50
3d clear, 4-4, 5-4, 6-4 and 8-4.....	42 50@	43 50
Good edge culls.....	14 00@	15 00
Good stock.....	16 00@	17 00

CYPRESS.		
4-4x6, No. 1.....	20 00@	21 00
4-4x6, No. 2.....	14 00@	15 00
4-4x6, 16 feet, fencing.....	10 50@	11 50
4-4x6, rough.....	8 00@	9 00
4-4 rough edge.....	8 00@	—
4-4 edge, No. 1.....	16 00@	17 00
4-4 edge, No. 2.....	12 00@	13 00
Gulf, 4-4, Nos. 1 and 2.....	28 50@	30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@	32 50

HARDWOODS—WALNUT.		
5-8, Nos. 1 and 2.....	65 00@	75 00
4-4, Nos. 1 and 2.....	80 00@	90 00
5-4, 6-4 and 8-4.....	85 00@	95 00
Newell stuff, clear of heart.....	85 00@	100 00
Culls.....	20 00@	30 00

OAK.		
Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@	34 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@	55 00
Culls.....	10 00@	15 00

POPLAR.		
Nos. 1 and 2, 5-8.....	24 50@	25 50
Nos. 1 and 2, 4-4.....	28 00@	30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@	33 50
Culls.....	11 50@	12 50

SHINGLES.		
Cypr., No. 1 b'rs, sawed, 6x20.....	6 50@	7 50
No. 1 saps, sawed, 6x20.....	4 75@	5 25
No. 1 hearts, shaved, 6x20.....	6 00@	7 00
No. 1 saps, shaved, 6x20.....	5 00@	—

LATHS.		
White pine.....	2 50@	2 75
Spruce.....	2 10@	2 20
Cypress.....	2 10@	2 20

## Charleston.

[From our own Correspondent.]  
Charleston, S. C., December 7.

Business in nearly every department of the lumber industry in this section is showing up much better than expected some weeks ago. There is at the moment a good inquiry for lumber, crossties, shingles and other wood products. At Georgetown the mills are all exceedingly busy, being well supplied with orders at fair prices. Among the vessels loading and sailing from Georgetown last week were the schooners Rebecca Douglas with lumber for Philadelphia; Warren B. Potter with a cargo of pine and cypress lumber for Boston. The schooner Eva A. Danenhower loaded and sailed with a cargo of cypress lumber and shingles from the Gardner & Lacy lumber mills for a Northern port. There were also several vessels loading railroad ties. There has been a very fair local demand for lumber, as there is considerable building going on in the city and suburbs, which has created a demand for material. The demand for crossties is very active, and several vessels are now under charter to load for Northern ports. As to prices, they may be written very steady, as there is seldom any deviation from the general list of prices by manufacturers. The quotations are as follows: Merchantable lumber, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50; shingles, \$5 to \$7 per thousand. The Columbian brig Concordia sailed during the week for Old Providence, West Indies, with a cargo of lumber and shingles. The schooner Mary S. Bradshaw cleared for Philadelphia with 240,000 feet of lumber, and the New York clearances were as follows: Schooner J. H. Parker with 400,000 feet of lumber; steamship Cherokee with 33,000 feet and other merchandise, and steamship Algonquin with 24,500 feet among her cargo. The total shipments of lumber since September 1 amount to 14,662,814 feet to domestic ports and 373,000 feet foreign, making a total of 15,035,814 feet, against 20,128,060 feet last year. Yellow-pine-lumber freights are generally firm, with a scarcity of desirable vessels. The rates to New York are \$4.38 to \$4.50, and proportionately for ties; dry lumber to Providence, \$4.50. The schooner Georgetta Laurence was chartered to load lumber here for New York on private terms.

## Savannah.

[From our own Correspondent.]  
Savannah, Ga., December 7.

There has been a considerable volume of business recorded at this port during the past week in lumber and other wood products. The market has ruled firm for all the better grades, and the prospects are good for an advance on present prices. The presence here last week of a distinguished party of lumbermen from the West and Northwest has engaged the attention of local lumbermen. A splendid reception was accorded the party, and during their short stay they took in all the interesting points about the city. It is said that their visit is one merely of pleasure, but as their programme embraces the inspection of timber lands, shipping facilities at the different ports and the condition of the lumber industry in the South, there may be in the near future some closer relations established with Southern lumbermen. At this writing the prospects for an improvement in the lumber market is better than for some time past, and the feeling among manufacturers, both here and at all milling centres in this section, is that an early

improvement in the industry is beyond question. The closing quotations on Saturday were as follows: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuff, \$16.50 to \$20, and sawn ties, \$10. Among the clearances during the past week the following vessels are reported: Schooner Carrie T. Belano for Perth Amboy with 432,300 feet of pitch-pine lumber, and the schooner Douglass Gregory for Philadelphia with 485,700 feet, both by the Georgia Lumber Co. The steamer D. H. Miller cleared for Baltimore with 122,838 feet of lumber; New York steamers, 175,460 feet; Boston steamers, 2000 staves and other cargo, and Philadelphia, City of Macon, 21,480 feet of lumber and other cargo. Lumber freights are steady, with rates unchanged. From this and nearby ports in Georgia rates are \$4 to \$4.50 for a range including Baltimore and Portland, Maine. Steamer rates to New York and Philadelphia are quoted at \$7, to Boston \$8, and Baltimore \$5. A schooner, 520 tons, from St. Simons to New York with lumber at \$4.37 1/2, and schooner Mary A. Hall, 362 tons, from Union Island to New York with lumber at \$4.37 1/2, were chartered last week in New York.

## Brunswick.

[From our own Correspondent.]

Brunswick, Ga., December 7.

The record made by this port during the month of November shows shipments valued at nearly \$3,000,000, and all indications point to quite as large a volume of business during December. The general business of the city has been fairly satisfactory, and while no unusual activity has been developed, the increase in the volume of trade is of a steady character. Taking into consideration the many vicissitudes and changes through which this port has passed during the siege of depression, the present commercial and industrial record is one to be proud of. The present month opens with a most encouraging outlook and with a greater confidence in the future commercial and industrial situation. The improvement in the shipping facilities and the deepening of the harbor will add materially to her commercial standing in the future. The lumber trade of the port is one of much importance, and at this juncture may be written quite active. Manufacturers and others engaged in this industry are looking forward to a material increase in trade, both foreign and domestic, during the winter months. At all the milling centres there is an unusual activity, and manufacturers are well supplied with orders. The demand for the better grades of lumber is very steady, and for crossties there is a good inquiry. Shippers here have cultivated a very nice trade with Spain and South America, and at the moment there is a good business with these countries. During the month of November the shipments of wood products from this port were as follows: Domestic exports of lumber, 6,036,000 feet; crossties, 114,058, and shingles, 620,000. Foreign exports included 1,666,000 feet of lumber, 126,000 feet of timber, 233,750 shingles and 10,000 laths. During the past week the British bark Conductor cleared for Rio Janeiro with a cargo of 802,000 feet of lumber, valued at \$9629, and the Spanish bark Luz cleared for Santa Cruz, Teneriffe, with a cargo of 213,000 feet of lumber and other merchandise. Among the charters reported in New York for the week were the following: A schooner, each 547 tons and 421 tons, from Brunswick to New York at \$4.37 1/2, and schooner Clara A. Phinney, 457 tons, from Brunswick to New York, two trips, with switch ties, basis 15 cents per forty-

four feet. Five schooners sailed on Saturday, carrying 1,425,000 feet of lumber and 28,830 crossties, valued at \$15,825.

## Jacksonville.

[From our own Correspondent.]  
Jacksonville, Fla., December 7.

Throughout the general lumber market there is a much better feeling, and during the month of November there was considerable activity. The number of vessels entering the port in November was not so great as that of October, although the tonnage shows an increase. The coast-wise exports show a decrease in pine lumber, but an increase of 55,000 feet in cypress lumber. The total amount of lumber shipped during November was 8,101,623 feet, while that of October was 8,187,925 feet. Crossties show an increase of over 100 per cent. The coast-wise exports are reported as follows: Yellow pine, 7,696,623 feet; cypress lumber, 405,000 feet; loose shingles, 1,100,000; bundled shingles, 18,000 bundles, and crossties, 32,598. The foreign exports consisted of 792,611 feet of pine lumber, 44,500 shingles and 4560 pieces of box material. The demand for desirable lumber is now quite pronounced, and prices rule very firm. Manufacturers are not disposed to increase the output beyond certain limits, and at the moment the mills have all they can do to supply the demand. There are a number of improvements going on among the milling plants, and, as a rule, all are now in first-class working order. The two immense dry-kilns of the Bucki Lumber Co. have been inspected and will be put to immediate use. The capacity of each kiln is 100,000 feet of lumber. The Cummer & Son Lumber Co. is now making preparations for the building of the new lumber mill on the Daniel property, near the old St. John's mill. A large force of hands are at work clearing up the ground, and as soon as the contract for the erection of the mill is closed work will be vigorously pushed to completion. There are a number of vessels now loading here and at Palatka, and during the present week there will be a number of clearances. The Clyde Line steamers took out last week nearly 1,000,000 feet of lumber, and other vessels as much more. The charters reported in New York during the past week were the following: Schooner J. B. Holden, 390 tons, from Jacksonville to New York with lumber at or about \$4.62 1/2, and a schooner, 432 tons, from Jacksonville to Philadelphia with lumber at \$4.25. The vessels in port on Saturday were the schooners Tillie Vanderherchen, R. C. Graham and Eliza A. Scribner from Philadelphia, and John S. Deering from Baltimore, John W. Hall from New York, Hattie Dunn from Ponce, Porto Rico, and Susan S. Pickering from Boston.

## Mobile.

[From our own Correspondent.]  
Mobile, Ala., December 7.

The market here for timber and lumber is holding its own remarkably well, and there are many features surrounding the situation that give promise of considerable activity during the present month. There was a meeting here on Thursday last of the board of directors of the Gulf Coast Lumber Co., at which Mr. J. L. Whiting, manager of the company, submitted his report. This report showed that the shipments from the ports to the River Platte for ten months ending October 31 amounted to 60,025,000 feet of lumber, of which Mobile contributed 28,000,000 feet; Pensacola, 17,000,000 feet; Pascagoula, 8,000,000 feet, and Apalachicola, 4,000,000 feet, the balance being shipped from the Atlantic ports and Sabine Pass. The report also showed that members of the company were get-



ting their full share of business. With regard to the situation at milling points, it may be stated that the various plants are fairly well supplied with orders and the demand is steady, with prices firm and hardening. The demand for sawn timber is rather quiet at present, and prices are unchanged at 11 to 11½ cents per cubic foot, 40-foot basis, while contracts are made at 11½ cents flat. There is a fair demand for cypress at 5 to 8 cents per cubic foot. Saw logs are in fair demand at \$5 to \$7 per thousand for pine at mill. Hewn timber is scarce, and is quoted at 11½ to 12 cents per cubic foot on basis of 100 cubic feet, average B1 good. There is very little demand for hewn oak or poplar. During the past week the following vessels cleared with cargoes: Bark Saffir for Newcastle-on-Tyne with 53,975 cubic feet of sawn timber and 19,761 feet of lumber; bark Hornet for Rosario, A. R., with 336,500 feet of lumber; bark Jensene for Buenos Ayres, A. R., with 279,238 feet; schooner McDonald for La Guayra, Ven., with 550,528 feet; schooner Kenney for Havana with 274,236 feet; schooner Smith for Belize with 63,000 feet, and steamer Jarl for Bluefields, Nic., with 52,226 feet. The total exports of lumber from this port since September 1 amount to 18,345,607 feet, against 12,248,512 feet for the corresponding period last year. At Pensacola there have been no new developments, and the market for lumber is moderately active. The timber trade is quiet, and shippers appear to have all the stock they need at present, and no sales have been reported during the week. The offerings are light, and are generally held at 11 cents per cubic foot. The shipments of lumber have been fair. Among the charters reported last week in New York were the following: British steamers Starlight, 1916 tons, and John Bright, 1782 tons, from Pensacola to Holland with sawn timber at 110/; British bark Mary A. Law, 890 tons, from Pensacola to Buenos Ayres with lumber at \$12, Rosario \$13, and British steamers Chalfield, 1904 tons, and Nutfield, 1673 tons, from Mobile or Pascagoula to Holland with sawn timber at 110/, January, and 102/6, February, respectively.

#### Beaumont.

Beaumont, Texas, December 5.

No important change has been noted in the lumber market the past week. The interior trade maintains the same pace, which, though much better than in the early fall, yet has not reached the point which manufacturers desire. Mills in this vicinity having access to the export trade find the increased demand very helpful in keeping down yard stocks, but the interior mills find the demand below the point where all would be able to run on full time. The shingle market shows a good demand, though no further advance in prices has yet taken place.

The stocks on hand are being reduced, and millmen, believing an early advance will take place, show no disposition to shove their stocks on the market. On the contrary, there is a tendency to retain their present dry stocks and fill their orders by purchases from other yards. The manufacturers of cypress shingles will meet in New Orleans about the middle of the present month, and it is thought that as a result prices will advance at least twenty-five cents a thousand.

Export business via Sabine Pass continues in a healthy state. The Consolidated Export Co. is now loading two vessels at the Pass, and has chartered several more, which will be due here about the time that the cargoes now loading are completed.

T. C. Spottswood & Co. are now placing cargoes on the Norman, Neptune, Gehar-

dus and Cidjern, which when completed will aggregate 2,000,000 feet.

The Reliance Lumber Co. has completed the cargo of the Mary Sanford, and is now expecting four other vessels which are due.

Work on the Texarkana & Fort Smith Railroad has been resumed in this vicinity, and track is being laid through the city to the trestle which will form the approach to the bridge across the Neches river.

The new charter of the Gulf, Beaumont & Kansas City, embracing the extensions heretofore mentioned, has been approved.

The Lumbermen's Association will hold a meeting at Houston next Tuesday.

W. F. F.

#### Lumbermen Investigating the South

A party of representative lumbermen from the West and Northwest arrived in Savannah on the 4th inst. in charge of Mr. Hugh Bellas, of London, England, and New York, as representatives of the Southern States Land & Timber Co. The present object of their visit South is to inspect its vast timber resources, and it is stated that as the result of their visit some closer relations may be formed with Southern lumbermen. The party consisted of the following gentlemen: F. Wyerhaeuser, of St. Paul, Minn., president of the Mississippi River Logging Co.; Charles Wyerhaeuser, of St. Paul, manager of the Pine Tree Lumber Co.; O. H. Ingram, president of the Empire Lumber Co., of Eau Claire, Wis.; C. H. Ingram, W. H. Laird, president of the Laird-Norton Co., Winona, Minn.; J. B. White, president of the Missouri Lumber & Mining Co., Grand View, Mo.; J. T. Barber, vice-president of the same company; L. G. Moon, manager of the Northwestern Lumber Co., at Stanley, Wis.; W. J. Young, of the W. J. Young Lumber Co., at Clinton, Iowa, and H. H. Hayden, of Eau Claire, Wis., general counsel of the leading lumber companies of the Northwest. The party was taken in charge by the local lumbermen and entertained at the Commercial Club. After spending the day in visiting points of interest in the city, they left at midnight over the Georgia & Alabama Railway for the purpose of taking a look at the pine forests of that section. The itinerary of the party includes a visit to the Gulf ports and to the cypress and yellow-pine districts of Louisiana, Mississippi and Texas.

#### Lumber Notes.

The shipments of logs, staves, headings and other wood products from the port of Norfolk, Va., during November were valued at \$142,398.

The case of the Suffolk Lumber Co. vs. the Norfolk and Carolina Railroad Co. ended in the Norfolk court on the 3d inst., when the plaintiffs were awarded damages amounting to \$4139.09, with interest from January 1, 1891.

The Loomis-Hart Manufacturing Co., of Chattanooga, Tenn., reports the furniture-manufacturing business as active, while the company has had a good business throughout the present year, with prospects favorable for trade in the future.

The Lookout planing mill, at Chattanooga, Tenn., started up on the 1st inst. with a full force of hands. This mill was burned some time ago and recently rebuilt. The company has a number of advance orders, and intends to run the mill steadily.

The new mill of the Cummer Lumber Co., at Jacksonville, Fla., will be located on the property of the late Col. J. J. Daniel, on the banks of the St. John's

river, near Panama Park. The trustees sold the property recently to the company for \$12,000, negotiations being closed last week.

The receipts of lumber and other building material at the port of New Orleans for the week ending December 3 were as follows: Lumber 855,000 feet, and for the season 23,711,000 feet, against 34,127,000 feet last year; shingles 206,000, laths 150,000, oak staves 98,800 and cypress staves 18,000.

It is stated that Mr. C. W. Rich, of Richburg, Miss., has taken a contract for about 5,000,000 feet of deals, all for export via Gulfport, Miss. Mr. Rich has one of the finest milling plants in the South, and his saw and planing mills are in full operation. He also is largely interested in the turpentine industry.

Messrs. W. H. Robbins & Bro., of Wilmington, N. C., have the contract with the government for yellow-pine timber to build scows for work on Cape Fear river. The dimensions of stock the firm is delivering are among the largest pine timbers ever cut in the North Carolina forests, measuring from seventy-three to eighty-four feet in length.

A charter has been issued incorporating the Florida Steam Logging Co., with headquarters at Tatterton, Citrus county, Florida. The business of the company will be the logging of timber by steamboats and otherwise, and the purchase and sale of timber land. The incorporators are Jay V. Baptist, John Lynch and William H. Baptist. The capital is \$10,000.

The big mill of the Sliger Lumber Co. at Central City, W. Va., resumed operations last week. The mill has been shut down for some time on account of scarcity of lumber, and in the meantime some valuable improvements have been made to the plant. The late heavy rains have caused a rise in the Ohio, Big Sandy, Twelve-Pole and Guyan rivers, and mills are now receiving plenty of timber.

It is estimated that during the past month 10,000,000 feet of all kinds of timber came down to Darien, Ga., from the upper country. During November the shipments amounted to 2,359,847 feet of hewn and sawn timber and lumber. There was measured at the public boom 3,500,000 feet square, scab and sawn timber. This does not include the sawn timber measured at private booms.

The Cumberland Sash and Door Factory was organized last week in Cumberland, Md., for the purpose of manufacturing sash, doors, moldings, etc. The company proposes erecting a building thirty feet six inches by 112 feet ten inches, with two additions, each of which will be 25x83 feet. Mr. Henry J. Glick and others are interested in the enterprise. Mr. George D. Landwehr has the contract for the buildings.

Mr. J. H. Lofton, of Atlanta, Ga., visited Waldo, Fla., last week for the purpose of opening up the saw-mill business near that place. The company has opened up two locations, and a sidetrack will be built from the Florida Central & Peninsular Railroad about seven miles into the woods. All improved machinery and dry-kilns will be used. The output of the mills will be 60,000 to 70,000 feet per day. The small mill, of 20,000 feet capacity, will commence sawing as soon as the connection of railroad is built.

The shipments from the five lumber mills at Orange, Texas, during the month of November were as follows: Litcher & Moore Lumber Co., 1,008,000 feet rough, 1,350,000 feet dressed, 200,000 laths and 500,000 shingles; Bancroft Lumber Co., 898,000 feet rough, 244,000 feet dressed, 46,000 shingles and 2000 pickets; Alex-

ander Gilmer, 333,695 feet rough, 1,159,465 feet dressed, 51,018 feet of moldings, 1,025,000 shingles, 10,000 laths and 5000 pickets; Orange Lumber Co., 1,896,072 feet rough and dressed; D. R. Wingate Lumber Co., 945,703 feet rough and dressed.

The vessels in port at Sabine Pass, Texas, on the 5th inst. were the Eidjern, Neptune, Norman and Geharduz, which were being loaded with lumber and timber by Messrs. Spottswood & Co., carrying out over 2,000,000 feet. This firm has three other vessels due to load full cargoes. The Reliance Lumber Co. cleared the Mary Sanford with a full cargo on the 5th, and has four vessels due to load. The Consolidated Export Lumber Co. was loading the schooners Blake and Alice on the 5th with lumber and has chartered the steamship Washington to load a cargo of lumber and timber.

At a recent meeting held in Cincinnati, Ohio, on the 5th inst., the woodworking-machinery manufacturers of the United States were consolidated, but no terms can be learned. About \$20,000,000 is said to be represented by those at the meeting. The five gentlemen who conducted the negotiations are Nelson J. Waterbury and Henry Nelson, of New York; Thomas P. Egan, of the Fay & Egan Co., of Cincinnati, and George P. Attenberg and Henry B. Morehead, representing a large number of other woodworking-machinery concerns in the country. It is understood that all the leading manufacturers in this line have already consented to go into the combination.

A meeting of the board of directors of the Gulf Coast Lumber Co. was held in Mobile, Ala., on the 3d inst. There was no change made in prices, and the principal feature of interest was the report made by J. T. Whiting, manager of the Gulf Coast Lumber Co., relative to the business done at all the ports, including the Atlantic ports and Sabine Pass, with the River Platte for the ten months ending October 31. The report showed that the total exports from the ports to the River Platte amounted to 60,025,000 feet of lumber, of which 57,500,000 feet were shipped from the ports of Mobile, Pensacola, Apalachicola and Pascagoula. The amount shipped from the four Gulf ports was divided as follows: Mobile 28,000,000 feet, Pensacola 17,000,000 feet, Pascagoula 8,000,000 feet, Apalachicola 4,000,000 feet. The report also showed that the company was enjoying its full share of business in the section mentioned. The meeting adjourned to meet again on January 7, 1897.

#### Industries at Alexandria.

A correspondent of the Manufacturers' Record, writing from Alexandria, Va., states that the work of repairing the fertilizer factory of the Alexandria Chemical Co., recently damaged by fire, has begun and that the works may soon resume operations. Although it is the general impression that this city has lost much of its commercial importance, this idea is erroneous, as the wholesale grocery trade from this centre exceeds \$6,000,000 yearly in value. The city is the centre of several brick-making plants, four or five woodworking establishments, a number of machine shops, a shoe factory, a large brewery and other industries.

Mr. J. W. Gates, of the Illinois Steel Co., of Chicago, has lately made a trip to Middlesboro, Ky., and the rumor has been started that his company is figuring on getting possession of the Watts Steel Works, of that city. It would be fortunate for Middlesboro and for the South if this should prove to be correct.



## MECHANICAL.

## Improved Hosiery Machine.

Efforts have been made in recent years to construct a machine that would automatically make a seamless stocking on spring beard needles. Believing that such a machine could be perfected, and fully appreciating the many advantages it would possess if it could be constructed, the National Automatic Knitter Co. undertook the task. After several years of persistent work and experiment this company claims to have demonstrated its entire practicability by producing an extremely simple machine, constructed on principles and lines radically different from those heretofore followed, and embodying a number of new and novel features.

This experimental work did not consist simply in the construction of a single machine and running it for a few weeks, but covers the operation of the first machine for over two years under unfavorable conditions and tests—probably more severe than any experimental machine has ever been subjected to; after which a second machine was constructed embodying such changes and improvement as experience taught would be beneficial.

On the results obtained the company says:

"The use of the spring beard needle opens up new possibilities for hosiery manufacturers by increasing the variety of goods that can be made, particularly in the direction of finer gages, as this machine will not only produce all classes of goods that can now be made on any seamless machine, but is also capable of producing goods in gages 25 per cent. to 50 per cent. finer than the finest produced heretofore.

"The fabric is remarkable for its extreme elasticity (a well-known feature of spring beard needle fabric) and a smooth, clean face, resulting from the fact that all knots, lumps or foreign matter that may be in the yarn are thrown on the inside, and altogether producing a finer, cleaner and more lofty finish than it is possible to produce on latch needle fabric.

"The gain effected and the value of these features will be better understood when it is known that an ordinary carded yarn will produce as good or better fabric than can be produced on any latch needle machine from combed stock.

"The peculiar method of knitting renders the use of dyed yarns (fast black or any color) not only practical but highly satisfactory, and gives a finish and appearance to the fabric that cannot be excelled in piece dyed goods.

"This feature will prove of great value to manufacturers located at a distance from a reliable dyehouse, as it will enable them to avoid the necessity of carrying a large stock of goods between the dye-house and their mill, and thus simplify the details of the business.

"While we do not claim this spring needle machine will not make any imperfections, yet, as many of the causes of imperfect work cannot occur in this machine, and as the method of forming and drawing the loops or stitch causes no strain nor tension on the yarn, and as it is impossible for a needle to drop a stitch, the percentage of imperfections is practically nothing. These results are obtained without any sacrifice of speed or production.

"The breakage of needles can at most be but a very small item, as the entire absence of cams avoids all possibility of shearing the needles off at the butt, and avoids all wear and friction resulting from the rapid operation of such cams.

"As before mentioned, there is no cam cylinder nor knitting cams used on this

machine, which not only simplifies it to a great extent and saves the needles, but also saves the cylinder, avoiding all side pressure of the bars, and the consequent wearing, binding and breaking of the bars.

"This feature makes it possible to reach the extreme fine gages, and also to obtain as great a speed as can be reached by any latch needle machine.

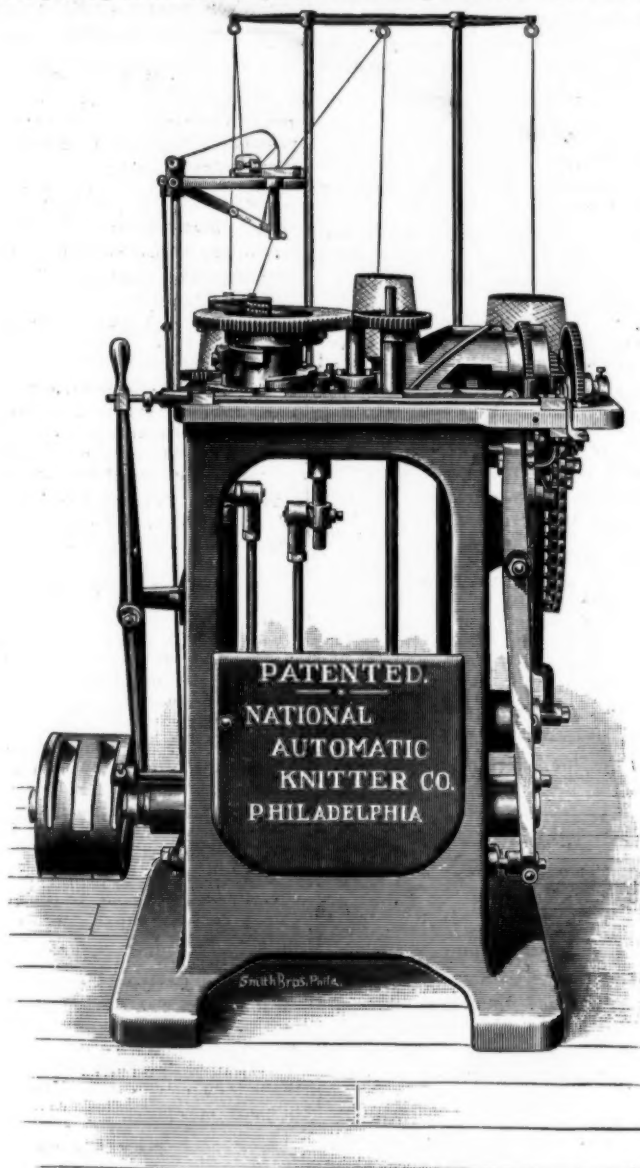
"Another feature that will be greatly appreciated by the trade is the large heel, not made by simply slackening the stitch, but by actually operating ten extra needles and introducing twenty courses more than is customary, thus producing a properly made, large round heel and broad instep, that is bound to fit the foot better than the ordinary heel.

"In construction it is extremely simple and substantial; there are no small springs, cranks, jacks, levers, delicate mechanism or picking devices. The parts

as there are no hooks to interfere nor latches to cast the stitch.

"When making women's hose the ankle and foot are shaped by automatically shortening the stitch, producing a large elastic leg with a small and shapely foot; the closest imitation of a full fashioned stocking possible. A reinforcing thread is pieced in and cut out of heel and toe automatically. Immediately before the heel or toe is made the speed is gradually reduced from 300 to 160 and the changes are made at the latter speed; after completion of the heel or toe the high speed is again obtained. The lengths are regulated by means of a chain, which is very simple, and can be depended upon to produce uniform goods. No weights or take-up mechanism are used, as they are entirely unnecessary. Every movement is entirely automatic and positive.

"The mechanism for operating the fashioning needles in heel and toe is posi-



IMPROVED HOSIERY MACHINE.

are all large and strong, easy to reach, and do not require the usual constant attention, as they cannot get out of time. Every part is made in the shops of the company, of best material obtainable, and by skilled mechanics, and are all interchangeable.

"Reports have been circulated to the effect that it requires expert spring needle knitters to handle it. Such reports are absolutely incorrect; anyone who has ever handled knitting machines of any kind can operate this one with as little trouble.

"It is a rapid producer, running at 300 courses per minute on leg and foot and 160 on heel and toe, and showing less than 4 per cent. of menders.

"It is adapted for making both half-hose and women's hose. When making half-hose the rib tops are transferred by means of a very simple and effective device, and is done with very little trouble,

and substantial, does not cause any strain or wear on the needles, and cannot fail to operate every needle properly.

"In addition to half-hose and women's hose, it is adapted for and built in proper sizes for making infant's and children's goods and for footing ribbed hose. The size of machines and gage can be changed very easily if desired."

To sum up the builders claim simplicity, on account of the small number of parts; first and only spring beard needle automatic hosiery machine; highest speed and largest production; finest fabric, with the least menders; only knitting machine without cams, saving thereby many troubles and annoyances, the least breakage of needles, and the finest needles and largest number in any given diameter.

These machines may be seen in operation at the shops of the builder, the National Automatic Knitting Co., 724, 726 and 728 Cherry street, Philadelphia, Pa.

## Big Purchase of Coal Land in West Virginia for Development.

Hon. Abram S. Hewitt, of New York, wires the Manufacturers' Record that he and his associates have purchased the Loup Creek estate of West Virginia and have let contract for the building of a five-mile standard-gage railroad in order to open up this property for outside railroad connection. The land purchased comprises about 25,000 acres of fine coal property and had been owned by a Baltimore syndicate. It is understood that the price paid was \$15 an acre, or about \$375,000 for the tract, a little more than double what the Baltimore owners paid when they secured the property some years ago. In a subsequent letter to the Manufacturers' Record, Mr. Hewitt says:

"There are really no further particulars to be stated. We have purchased the Loup Creek estate, containing about 25,000 acres of land, and we have entered into a contract for the construction of a railway, five miles in length, in order to open a market for the timber on the property, and ultimately to develop the very large coal deposits which it contains. The railway is expected to be finished in May next, and we hope by that time to have a saw mill erected, so that shipments of lumber may be begun during the coming summer. We do not intend to open the coal mines at present, but after the railway is completed we shall be prepared to grant leases to responsible parties at a reasonable royalty. We believe that the property contains practically inexhaustible deposits of the best coking coal yet developed in West Virginia, and we hope in time that the tonnage will grow into large dimensions, because, so far as we know, this coke can be delivered at the lake ports upon more favorable terms than any other source of supply of which we have knowledge. The enterprise is not a speculative one. No company will be organized, and no stock will be offered to the public."

A number of other important coal-land deals are pending in West Virginia, with good prospects for some heavy sales being closed in the early future. The construction of projected railroads, such, for instance, as The Virginias Road up the Guyandotte valley, and others will be much needed in order to afford adequate facilities for the rapid increase that is going on in coal-mining operations. The very remarkable location of West Virginia has not generally been fully appreciated. Within shipping distance of the seaboard on one side, and on the other side touching the great coal-consuming regions of Pennsylvania, Ohio and the West, nature could hardly have given it a more advantageous situation for becoming one great mining and manufacturing centre. This development, already so marked, will force the construction of new railroads, for which abundant traffic will be provided from the very day of completion. No other State in the Union offers a more sure and certain traffic for new, well-located lines. The investment of Mr. Hewitt and his associates will serve to strengthen the public appreciation of the coming industrial activity and prosperity of West Virginia.

Brimful of entertainment for the little folks comes the new Chatterbox just published by Estes & Lauriat, 301 Washington street, Boston, Mass. This affords unlimited amusement to the imaginative boy or girl, and gives at the same time some profitable instruction in a popular form. It has become part of the equipment of every well-regulated household, and "young America" finds in it a pleasant companion to while away hours spent indoors.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

The Pepperell Manufacturing Co. and the Laconia Co., both of Biddeford, Maine, have applied to the legislature of their State for privilege to increase capital stock by \$1,000,000 in each case. Dispatches state that it is believed these companies contemplate building branch mills in the South.

## ALABAMA.

Decatur—Cannery.—A company will be organized, as reported last week, to establish cannery. Plant of 20,000 cans of tomatoes daily is proposed. J. F. Scott can give information.\*

Heflin—Copper Mines.—It is said that D. W. Detrick will organize a \$3,000,000 company to develop copper mines.

Heflin—Copper Mines and Plant.—The Copper Hill Mining Co., which is developing copper deposits near Heflin, has applied for charter. A smelting plant will be erected in connection with mining operations.

Huntsville—Knitting Mill.—J. B. Goodlett contemplates establishing a knitting mill.

Montgomery—Ferry Company.—W. A. Henderson and others have incorporated the Capital City Ferry Co., with a capital stock of \$10,000.

Sheffield—Iron Furnace.—The Sheffield Coal, Iron & Steel Co. will blow in No. 2 furnace.

## ARKANSAS.

Bentonville—Mining, etc.—The Arkansas-Indian Territory Mineral & Mining Co. has been incorporated, with a capital stock of \$1,000,000, \$500,000 of which has been paid in; purposes indicated by title; incorporators, James A. Rice, of Bentonville, president; McK. James and L. D. Worcester, of Wapnucka, I. T.; Sulas James, of Coal Gate, I. T., and others.

Clarendon—Woodworking Plant.—The White River Stave Co. will rebuild at once its woodworking plant recently burned; will erect factory buildings 50x100 feet, dry-kilns 18x100 feet, boiler and engine-house,

etc., and put in complete equipment for manufacturing staves, buckets, etc.\*

Eureka Springs—Flour Mill and Electric-light Plant.—E. Woodruff & Co., John L. Morton and others will develop water-power for the operation of a 100-barrel flour mill and electric-light plant.

Mena (not a postoffice)—Handle Factory. Edw. P. Merwin & Co. are reported as stating that a handle factory will be established at Mena, on the Kansas City, Pittsburg & Gulf Railroad. E. L. Martin, Kansas City (Mo.) manager of the railway company, can possibly give information.

Mena (not a postoffice)—Manganese Mines. It is said that Philadelphia Iron interests are developing manganese mines near Mena, on the Kansas City, Pittsburg & Gulf Railroad. E. L. Martin, Kansas City (Mo.) manager of the railway, can possibly give information.

Pine Bluff—Electric Plant.—J. B. Trulock, D. C. Bell and others have incorporated the Pine Bluff Power & Transit Co., with a capital stock of \$100,000.

## FLORIDA.

Evaville—Turpentine Operations.—T. G. Britton, of Georgia, will develop turpentine lands near Evaville.

Fernandina—Packing Plant.—W. A. Mahoney will put in operation the Amella Packing Co.'s plant, employing fifty hands.

Levy County—Timber Lands, Turpentine Developments, Saw Mills, etc.—John F. McNair, of Wilmington, N. C., and N. G. Wade, of Bingham, S. C., have purchased 18,000 acres of timber lands in Levy county, as reported recently. They have also bought the timber on 23,000 acres of land. Both tracts will be developed thoroughly, turpentine plants being established, saw mills being erected, etc. Turpentine developments have already commenced near Phoenix, as reported last week, under the name of D. M. Flynn & Co.\*

Tatterton—Logging Operations.—J. V. Baptist, John Lynch and Wm. H. Baptist have incorporated the Florida Steam Logging Co., with a capital stock of \$10,000; purpose, to conduct logging operations and deal in timber lands.

Waldo—Lumber Plant.—J. H. Lofton, of Atlanta, Ga., will build a lumber plant near Waldo, to consist of saw mill of 70,000 feet capacity, one of 20,000 feet capacity, dry-kilns, etc.

## GEORGIA.

Americus—Steam Laundry.—John McGarrah will establish a steam laundry.

Atlanta—Ice Plant.—The Atlanta Ice Co. will erect a 75-ton ice machine.

Atlanta—Shoe Factory.—A shoe company will establish a factory. W. T. Downing is preparing plans for the buildings.

Atlanta—Colony Company.—Julius Hartman, of Atlanta, and Carl Stroever, of Wheaton, Ill., have incorporated the Hartman Colony Co., with a capital stock of \$35,000.

Atlanta—Cotton Mill.—The Atlanta Textile Manufacturing Co., 34 East Alabama street, recently reported, will equip plant at once; will install twenty looms, 300 braidors, winders, etc., for making spool tape, boot webb, etc.\*

Augusta—Steel Bridge.—The Charleston & Western Railroad will build a steel bridge across the Savannah river, seventeen miles above Augusta, at a cost of about \$70,000.

Augusta—Shoe Factory.—D. M. Wilson, of Way Cross, will remove to Augusta his shoe factory. Building has been leased and machinery has been secured. About 100 hands will be employed.

Augusta—Cotton Mill.—The Augusta Factory will build an addition and install in it seventy-five new looms, etc.

Blythe—Corn Mill, Gin, etc.—W. E. Norrell is putting in a small water mill to grind meal and feed; will put in corn-crushing and ginning machinery.

Brunswick—Electric-light Plant.—M. S. Gibson will put in electric-light plant in the Oglethorpe Hotel.

Dublin—Mercantile.—T. J. Pritchett and others have incorporated the Pritchett Grocery Co., with a capital stock of \$100,000.

Hawkinsville—Water Works.—The construction of water works is talked of. Address the mayor.

Macon—Ice Plant.—J. T. Callaway and

others have incorporated the Empire Coal & Ice Co., with a capital stock of \$15,000; purpose, to manufacture ice.

Macon—Gold Mining.—It is reported that the Ocmulgee Land & Improvement Co. will develop gold mines.

Milledgeville—Cotton Mill.—A proposition has been made for the erection of a \$600,000 cotton mill, according to reports.

Parks—Grist Mill.—John Martin has constructed a dam to produce water-power, and will erect a corn and grist mill on the site.\*

Rome—Bauxite Mines, etc.—Utica (N. Y.) capitalists will develop bauxite lands near Rome and erect a \$30,000 plant at once for mining and treating the ores. Contract for the machinery has been let to Junius George, of Rome. H. L. Selleck is now at Rome representing those interested.

Sunnyside—Crate Factory.—A. G. Van Dyke will rebuild his \$12,000 crate factory, which was recently burned.\*

## KENTUCKY.

Bowling Green—Grain-machinery Company.—Robert F. Delaney and T. C. Mitchell, of Bowling Green, and C. G. Smallhouse, I. B. Willford, S. T. Breeding, R. L. Duvall, of Chicago, have incorporated the Kentucky Seed & Grain Separator Co., with a capital stock of \$10,000.

Greenup—Electric-light Plant.—Wilson Brothers have franchise for lighting the city by electricity.

Louisville—Ice Plant.—The Senn & Ackerman Brewing Co. will erect an ice plant. Contract for machinery has been awarded.

Louisville—Woodworking Plant, etc.—Colored men will endeavor to organize a \$10,000 stock company to manufacture furniture, etc. The secretary Colored Y. M. C. A. can be addressed for information.

Paducah—Tobacco Factory.—H. N. and W. A. Martin, of Greenville, Ky., will establish a branch tobacco factory in Paducah.

## LOUISIANA.

New Orleans—Dry-docks.—M. Schwartz, who recently purchased the government dry-docks at Pensacola, will remove the plant to Algiers. About \$50,000 will be expended on improvements to the docks on their arrival at Algiers.

New Orleans—Woodenware Plant.—The J. C. Morris Co. will at once rebuild its burned plant. The new building will be four stories high, iron staircases, electric and gas fixtures, etc., after plans by William Fitzner; contract for building let to Toledano & Reusch.

New Orleans—Flour Mills.—It is proposed to organize a company for the purpose of constructing a flour mill of from 250 to 500 barrels capacity daily and a general cereal mill. Over \$100,000 is already available as capital from local parties, who are to control the plant. Experienced Northern millers are to manage the mill. E. B. Williams (201 Hennen Building), acting as agent for those interested, can be addressed for further particulars.\*

## MARYLAND.

Baltimore—Bottling Plant.—Samuel J. Leonard and others have incorporated the Columbia Bottling Co., with a capital stock of \$1000.

Baltimore—Fire-department Improvements.—The fire board will recommend appropriations of \$24,650 for equipping engine company No. 20 and \$15,000 to build engine-house; Stanley Baker, secretary of board.

Baltimore—Glass Works.—The glass plants of Swindell Brothers and of William King & Bro. will resume operations after an idleness of several months. The first-named will employ 300 hands, and the last fifty hands.

Baltimore—Paper Company.—James A. Willard and others have incorporated the Willard-Ashe Co. to deal in blue process paper; capital \$1200.

Cumberland—Sash and Door Factory.—Henry J. Glick has organized the Cumberland Sash and Door Factory, and having leased building will equip it at once with machinery for the manufacture of sash and doors.

Cumberland—Sash Factory.—It is said that a big sash factory will be established by local parties.

Ellicott City—Mica Mines.—The Gorman mica mines in Howard county may be reopened. Isaac Scaggs is interested.

Ellicott City—Cotton Mill.—Jas. A. Gary, of Baltimore, denies the report connecting his name with the reported purchase of the old Gray cotton factory.

Hagerstown—Railroad Shops.—The Western Maryland Railroad (office, Baltimore,) contemplates the erection of divisional shops either at Hagerstown or Williamsport.

Oakland—Coal Mine.—J. D. Kisner has reopened a coal mine.

Snow Hill—Water Works.—The city has awarded contract to Crook, Horner & Co., of Baltimore, for the construction of its \$15,000 water works recently voted for. The plant will consist of 8x100-foot stand-pipe, 600,000-gallon pumping engine, boiler and engine-house, several miles of pipe, forty fire hydrants, etc.

## MISSISSIPPI.

Aberdeen—Woodworking Plant.—The J. F. Brown Manufacturing Co., reported last week as incorporated, has plant in operation, but will enlarge same; will erect new building, put in steam power and other machinery.

Biloxi—Telephone Exchange.—The People's Telephone Exchange has been incorporated, with John Walker, president, and J. C. Carraway, secretary.

Greenville—Ice Plant.—The Greenville Ice & Coal Co. has contracted for the erection of a 30-ton ice machine.

Oxford—Water Works.—The city has awarded contract to Sanders & Porter, of Louisville, Ky., at \$11,577 for the construction of water works.

## MISSOURI.

Independence—Water Works.—Five miles of mains, additional hydrants, etc., are contemplated. E. P. Gates, councilman, can be addressed.

Jefferson City—Telephone Company.—The Kinloch Telephone Co., capital stock \$1,500,000, has been incorporated by Ellis Walwright, Adolphus Busch and others, of St. Louis; purpose, to construct telephones.

Kansas City—Mercantile.—Robert N. Maxwell and others have incorporated the Maxwell-McClure Notion Co., with a capital stock of \$25,000.

Kansas City—Mercantile.—The Kentucky Mercantile Co. has been incorporated, with capital stock of \$5000, by S. J. Speyer and others.

Kansas City—Jewelry.—B. B. Jaffee and others have incorporated the Oppenheimer Jewelry Co., with a capital stock of \$10,000.

Kimmswick—Stone Quarries, Lime Works, etc.—The Jefferson Stone Co. has been organized recently and will develop stone quarries in Jefferson county. An extensive plant, using steam and compressed-air power, stone crushers and latest improved drills and channeleds, will be installed. Lime will be burned in large quantities. John Loughran, of Kimmswick, is manager of the plant; G. W. Bigot, president; S. C. Bunn, secretary, and Alfred Berky, treasurer, all of St. Louis.

Kirkwood—Water Works.—Marcus Bernheimer has franchise for construction of water-works plant; will probably cost about \$200,000.

Richmond—Water Works.—The city is about to commence making arrangements for the construction of the water works which were recently voted for. Forty-five thousand dollars will be expended. Address the mayor.

St. Louis—Electric Plant.—The St. Louis Electric Light & Power Co. and the Western Electric Co., of Chicago, have consolidated, placing capital stock at \$700,000. A big duplicate electric plant will be built at once; D. W. Guernsey, general manager.

St. Louis—Electric Plant.—The Imperial Electric Light, Heat & Power Co., capital \$2000, has been incorporated by O. M. Sullivan, C. W. Fitch and John H. Maxwell.

St. Louis—Land Company.—F. Meyer and others have incorporated the Northwestern Land Co., with a capital stock of \$65,000.

St. Louis—Electric Plant.—Fred Fritz, 1824 South Seventh street, has submitted a proposition for erection of an electric-light and power plant.

St. Louis—Mercantile.—Isaac N. Klaw and others have incorporated the Klaw Clothing Co., with a capital stock of \$10,000.

St. Louis—Mercantile.—Wm. M. Tamblin and others have incorporated the Tamblin-



Powers Clothing Co., with a capital stock of \$10,000.

#### NORTH CAROLINA.

Durham—Cigar Factory.—The Durham Cigar Co. has been formed to operate a cigar factory.

Lenoir—Water Works, Electric-light Plant, etc.—The Board of Trade will endeavor to secure the construction of water works, electric-light plant, improved pavements, etc.; S. T. Pender, secretary.

McAdenville—Cotton Mill.—The report is true, as noted last week, that J. H. McAden, of Charlotte, will build a 10,000-spindle and 400-loom cotton mill in Gaston county, near McAdenville. A water-power will be developed to furnish power; 3000 horse-power will be produced.

Moubo—Cotton Mill.—It is said that the Long Island Cotton Mill contemplates putting in looms to weave the product of 3000 spindles.

Oxford—Gold Mining.—Gold-mining developments are reported as under way in Vance county. William Fuller can probably give information.

Raleigh—Publishing Company.—A \$20,000 stock company is being organized to publish a daily newspaper. C. M. Kenyon, of Asheville, and W. W. Haywood, of Hendersonville, are interested.

Raleigh—Cotton Mill.—The Raleigh Cotton Mills has completed the installation of \$8000 worth of machinery.

Roanoke Rapids—Knitting Mill.—The United Industrial Co. (office, Equitable Building, New York,) contemplates enlarging its knitting mill.

Roanoke Rapids—Knitting Mill.—There are reports current that the United Industrial Co. will build another knitting mill.

Roanoke Rapids—Cotton Mill.—The Roanoke Mill Co. will have all its machinery installed by January 1 and operations will be commenced. Ten thousand spindles will be operated.

Warren County—Gold Mining, etc.—J. T. Allen, of Arizona, and Ridge Quigley, of Cleveland, Ohio, have purchased 700 acres of gold-bearing lands in Warren county and will thoroughly develop them, erecting stamping and chlorinizing plant, etc., at a cost of \$90,000.

Washington—Ice Plant.—The Crystal Ice Manufacturing Co. has contracted for an eight-ton ice plant.

Waxhaw—Cotton Mill.—Rodman & Heath contemplate the erection of a cotton mill of 7000 spindles and other machinery, at a cost of about \$100,000.

Weldon—Electric Plant.—The Roanoke Navigation & Water Power Co. contemplates putting in electrical machinery on their canal near Weldon for the purpose of supplying power, light and heat.

Weldon—Electric Lighting.—The Mahone Canal Co. has franchise for furnishing electric lights.

#### SOUTH CAROLINA.

Alken Junction—Cotton Mill.—The Warren Manufacturing Co., which was fully organized about a year ago, has ordered W. B. Smith Whaley, of Columbia, S. C., to prepare plans for its buildings. The equipment is to be 20,000 spindles.

Camden—Bottling Plant.—Wright & Cook will put in a bottling plant.

Charleston—Rice Dealer.—The C. G. Matthews Co. has been formed, with a capital stock of \$10,000, to deal in rice, etc.

Greenville—Ice Plant.—The Piedmont Ice & Coal Co. will put in an eight-ton ice machine.

Laurens—Cotton Mill.—The Laurens Cotton Mills is putting in new machinery.

Sumter—Ice Plant.—A company is being organized to erect an ice plant.

Sumter—Ice Plant.—The People's Ice Manufacturing Co. has been organized, with a capital stock of \$10,000, to erect an ice plant; J. H. McLauren, president, and D. J. Auld, secretary.

#### TENNESSEE.

Chattanooga—Wagon Works.—The Milburn-Bass Wagon Co. will erect a 30x120-foot addition to its factory.

Chattanooga—Telegraph Line.—The Western Union Telegraph Co. will rebuild its line to Birmingham, at a cost of about \$15,000.

Cleveland—Harness Factory, etc.—The Cleveland Manufacturing Co. has been organized to manufacture harness, etc. H. S. Osgood, of Cleveland, and J. W. Boyd and J. G. Brown, of White Bluff, are interested.

Coffee County, etc.—Oil Developments.—George D. Melklejohn, of Fullerton, Neb.,

and associates will organize the Nebraska Petroleum Mining Co. for the purpose of developing oil lands in Coffee and other counties of Tennessee. Tracts of land have already been leased and others are now being negotiated for. The company will also operate in Alabama and Kentucky. Letters can best reach Mr. Melklejohn addressed in care of U. S. Congress, Washington, D. C.

Covington—Mercantile.—J. H. Flippin & Co. granted charter for mercantile purposes.

Dyersburg—Water Works.—T. H. Shepard will extend his water plant.

Elizabethton—Telephone System.—The Watauga Telephone Co., noted last week, has elected W. P. Dungan, president; E. E. Hunter, secretary-treasurer, and J. M. Lacey, manager; will construct a line sixty-five miles long.

Knoxville—Knitting Mill.—Edgar George and A. A. Du Rocher will establish a \$10,000 plant for the manufacture of hosiery and underwear.

Nashville—Publishing Company.—A report says that a \$25,000 company will be organized to publish a daily newspaper. B. A. Enloe is interested.

Tennessee—Phosphate Mines.—A dispatch from Chicago says that George W. Scott, of Atlanta; Philip D. Armour, of Chicago; James Mattison, of La Salle, Ind., and the Northwestern Fertilizer Co., of Chicago, have purchased large tracts of phosphate lands in Tennessee and intend to develop.

#### TEXAS.

Brenham—Bottling Plant.—V. J. Prater, of Bryan, will establish bottling plant in Brenham.

Dallas—Furniture Factory.—The Phoenix Furniture Co., capital stock \$5000, has been incorporated by Emil A. Kahn and others; purpose, to manufacture and sell furniture.

El Paso—Rolling Mill.—Irvin John and associates contemplate putting in a small train of rolls.

Gainesville—Telephone Plant.—The Southern Telephone Co. has bought the National Telephone Co.'s plant in Gainesville and will rebuild same.

Hillsboro—Water Works.—The city will probably extend its mains, expending \$12,000. Address O. J. Morris, superintendent.

Houston—Gas-heater Works.—J. O. Beasley, representing the Water-Gas Heating Co., of 82 Broad street, Atlanta, Ga., will organize a Houston company to manufacture the company's patent heaters.

Kyle—Mercantile.—H. Hellman and others have incorporated the H. Hellman Co., with a capital stock of \$10,000.

McKinney—Water Works.—There is talk of the construction of water works. Address the mayor.

Orange—Water Works.—There is talk of the construction of water works. Address the mayor.

Orange—Sugar Mill.—A. M. Lewis will erect a large steam cane-grinding mill.

Paris—Building Company.—A. H. O'Neill and others have incorporated the Crook-Record Building Co., with a capital stock of \$85,000.

Pecos City—Sugar Factory.—It is reported that a beet-sugar factory will be erected.

San Antonio—Mercantile.—D. Rosenberg and others have incorporated the Rosenberg Clothing Co., with a capital stock of \$8000.

San Antonio—Printing Company.—Harry C. Crozier and others have incorporated the San Antonio Printing Co., with a capital stock of \$10,000.

Waxahachie—Fence Company.—C. W. Gibson and others have incorporated the Waxahachie Fence Co., with a capital stock of \$35,000, to cultivate hedge fences, etc.

Wolfe City—Mercantile.—J. D. Crawford and others have incorporated the Parrott-Malone Co., with a capital stock of \$40,000.

#### VIRGINIA.

Emporia—Cotton Mill.—A movement is on foot to convert the old Walker grist mill into a cotton mill.

Manchester—Bridge, etc.—The city council has granted to the Chesapeake & Ohio Railway privilege to construct a new viaduct, providing the company will agree to erect a new bridge and enclose the viaduct with 150 feet on each side. D. Axtell, second vice-president, Richmond, has stated that the company will not accept the terms of the grant.

Newport News—Gas Plant.—The Newport News Gas, Fuel & Power Co., lately noted as applying for franchise, will build a gas plant and possibly an ice plant; Irwin Tucker, secretary.\*

Newport News—Corn Mill.—D. S. Jones will rebuild his burned corn-grinding mill.\*

Norfolk—Guano Works.—A charter has been granted to the Pocomoke Guano Co., with a capital stock of \$50,000; Adam Tredwell, president; Samuel M. Lloyd, manager, and C. W. Priddy, secretary.

Norfolk—Mercantile.—The Norfolk Provision Co. chartered; capital stock \$5000.

Norfolk—Cotton-picker Works.—The American Cotton Picker Co., Thos. R. Morris, secretary, Pittsburg, Pa., has not definitely decided upon erecting its works at Norfolk, as was recently reported, but several locations are now under consideration.

Portsmouth—Steel and Iron Works.—A company has been formed to manufacture steel and iron structural work for bridges and other heavy structures.

Williamsburg—Grist Mill.—D. S. Jones will rebuild his grist mill, recently burned.

Richmond—Telephone System.—The American Telephone & Telegraph Co. has applied for franchise to construct long-distance system. Address care of Col. George W. Anderson.

#### WEST VIRGINIA.

Central City—Wire-nail Works.—George F. Miller, J. W. Graham, Irvin Hartzell and Benjamin Marro will organize a company for the manufacture of wire nails. Building has been secured and machinery will be installed at once.

Crow—Lumber Plant, etc.—The Beatty Lumber Co. has completed its big plant and is now operating same.\*

Fayette County—Coal and Timber Lands, Lumber Plant, etc.—Abram S. Hewitt (office, 17 Burling Slip, New York city,) and associates have purchased the Loup Creek estate in Fayette county, consisting of 25,000 acres of land. A five-mile railway has been contracted for in order to open up a market for the timber on the property and ultimately to develop the coal deposits. A saw mill will be erected and put in operation next summer.

Huntington—Lumber Plant.—The Silver Lumber & Manufacturing Co. has put its big plant in operation.

Martinsburg—Ice Plant.—Rothwell & Lovett will build an ice plant of twenty-five tons daily capacity; reported that contract for machinery has been awarded.

Parkersburg—Water Works.—The city contemplates putting in filtering apparatus at its water works. J. H. Dunbar, city engineer, can be addressed.

Point Pleasant—Water Works.—There is talk of water works being contemplated. Address the mayor.

Preston County—Coal Lands, etc.—It is stated in a dispatch from Morgantown, W. Va., that the big coal deal, to which reference has already been made, has been fully completed. The transaction will insure the development of 40,000 acres of coal lands in Preston county, the erection of coking plants, construction of railway and other developments. Price paid for property was \$400,000. The coal veins are said to be of the richest quality, and at places are 600 feet thick. Messrs. S. M. Guffey, Mellon Brothers and Stratton & Co., of Pittsburg, Pa., and John Sliney, of Corry, Pa., who engineered the deal, are interested.

Sistersville—Steel and Iron Works.—Malory Bros. and others have incorporated the Hays Iron & Steel Manufacturing Co., with a capital stock of \$25,000; purpose, to manufacture iron and steel, tools, etc. W. G. Hays will be manager.

#### BURNED.

Aylett, Va.—T. R. Adams's wheelwright and blacksmith shops; loss \$1000.

Cuthbert, Ga.—Cotton gin of James F. Sealy.

Greenville, Va.—J. B. Collins's flour mill; loss \$4000.

Holly Springs, Miss.—Cotton gin of Rand & McClain.

Mobile, Ala.—E. M. Wheeler's excelsior factory.

Nashville, Tenn.—The Withington & Russell Co.'s implement factory; loss reported as \$125,000.

New Orleans, La.—J. C. Morris's woodenware plant; loss \$40,000.

Richmond, Va.—The Webb Chemical Co.'s plant; loss \$6000.

Staunton, Va.—J. B. Collins's flour mill; loss \$4000.

St. Louis, Mo.—Zenas Varney's carriage factory damaged to extent of \$30,000.

Tullahoma, Tenn.—John B. Carroll's hotel building; loss \$7000.

#### BUILDING NOTES.

Baltimore, Md.—Engine-house.—The fire board will recommend the appropriation of \$15,000 to build engine-house; Stanley Baker, secretary.

Baltimore, Md.—Dwellings, etc.—J. A. Rodbird & Co. will build twelve two-story dwellings; George Sauerhoof will build ten two-story brick dwellings; George W. Wambach will build a five-story brick warehouse; E. J. Gallagher will build twenty two-story dwellings.

Baltimore, Md.—Warehouses.—The Baltimore & Ohio Railroad Co. has obtained permit to build four six-story warehouses. Two will be 64x204 feet, one 64x185 feet, and one 64x137 feet.

Baltimore, Md.—Dwellings.—Faulhaber & Kaiser have permit to erect twenty-four two-story brick dwellings.

Brunswick, Ga.—Hotel.—M. S. Gibson will expend \$10,000 on improvements to the Oglethorpe Hotel. Electric-light plant will be installed.

Decatur, Ga.—Courthouse.—Proposals will be opened January 25 for the erection of a courthouse after plans now on file. Copies of plans can be obtained from Golucke & Stewart, of Atlanta, Ga. Address T. J. Flake, chairman of board.

Galveston, Texas—Office Building.—The Gulf, Colorado & Santa Fe Railway has had plans prepared for its proposed five-story office building; George Sealy, second vice-president, Galveston.

Galveston, Texas—Warehouse.—The Galveston Wharf Co. has let contract for the erection of a \$10,000 warehouse.

Greenwood, S. C.—Courthouse.—A \$25,000 courthouse will be built.

Jeffersonville, Ga.—Courthouse.—An issuance of \$20,000 in bonds for building courthouse is contemplated. Address the county clerk.

Mobile, Ala.—Association Building.—Watkins & Johnson have prepared plans for a building for the Y. M. C. A.; to be fire-proof, 56x105 feet, 45x83-foot L, electric fixtures, elevators, steam-heating plant, etc.; will cost \$40,000.

New Orleans, La.—Dwellings.—H. Artigue has permit to build \$1200 dwelling; J. H. Blerhorst to build \$1200 dwelling; J. C. Horter to build \$2500 dwelling.

Washington, D. C.—Dwellings, etc.—Plans are being drawn for a five-story apartment house to be built for W. H. Saunders and others; C. L. Harding is preparing plans for an apartment house to be built by Elbert Robinson; Robert Head is preparing plans for twenty-six three-story houses to be built at a cost of \$3000 each.

Washington, D. C.—Dwellings.—Elbert Robinson has permit to build a \$9000 dwelling; Caldwell & Miller, four dwellings to cost \$6400, and E. Cecilia Hanna and Anne R. Forney to build two warehouses to cost \$8000.

#### RAILROAD CONSTRUCTION.

##### Railways.

Ansted, W. Va.—The road to be built for the Gauley Mountain Coal Co. will connect the Loup coal tract with the Chesapeake & Ohio system. It is being built by the syndicate which has bought this tract, and in which Hon. Abram S. Hewitt, of New York, is interested. W. N. Page may be addressed at Ansted.

Bowling Green, Ky.—Secy. M. H. Crump, of the Bowling Green Northern, writes that the Illinois Central may become interested in this scheme and build it from Litchfield, Ky., to Bowling Green and Nashville, Tenn. Surveys have been completed from Bowling Green to a connection with the Central, and most of the right of way secured. Mr. Crump's address is Lynden, Ky.

Charleston, S. C.—It is reported that arrangements may be made to combine the proposed Charleston & Macon road and the Macon, Dublin & Savannah lines, and to build the first road to Dublin, Ga., to form the connection. A. W. Swantz, general manager, may be addressed at Charleston.

Chattanooga, Tenn.—It is reported that William R. English, of Cleveland, Ohio, and other parties may form a company to build an electric line to Chickamauga Park. [This is independent of the project of S. W. Divine.—Ed.]

Chattanooga, Tenn.—The Chattanooga Rapid Transit Co. has secured a franchise to build its proposed road to Chickamauga Park. Samuel W. Divine, of Chattanooga, is president of the company.

Crow, W. Va.—The Beatty Lumber Co. has completed its railroad from its mills to a



connection with the Chesapeake & Ohio. This line is called the Glade Creek Railroad. It is eleven miles long.

Glendon, N. C.—Work has been resumed on the extension of the Durham & Charlotte road (formerly Glendon & Gulf) to Charlotte. About fifty men are now at work. Frank D. Jones, at Glendon, is superintendent.

Kansas City, Mo.—It is reported that the Kansas City, Pittsburg & Gulf Company will build sixteen miles of line between Dearborn and Smithville, Mo., and that the Winner bridge across the Missouri river is to be completed for railway purposes. A. E. Stilwell is president of the company.

La Follette, Tenn.—It is reported that the La Follette Coal, Iron & Railway Co. has determined to complete its line as soon as possible, and has engaged 500 more hands to assist in the work. H. M. La Follette is president of the company.

Mayfield, Ky.—It is rumored that the Cairo, Hopkinsville & Cumberland road, for which surveys were recently completed, may form part of a new system from St. Louis to Norfolk, Va., connecting the Illinois Central and the Norfolk & Western lines. B. A. Neale, at Mayfield, is president of the company promoting the new road.

Mobile, Ala.—Work of grading the Mobile, Jackson & Kansas City has begun. The Gulf City Construction Co., at Mobile, is the general contractor. Prest. F. B. Merrill, of the company, advises the Manufacturers' Record that it will let no subcontracts, and that rails have already been purchased for the first section of the road from the Carnegie Steel Co. Several bridges will be required. Mr. Merrill's present address is Mobile. The total length of the line is to be 160 miles.

Nashville, Tenn.—It is stated that the proposed road from Cincinnati to New Orleans by way of Nashville has attracted the interest of C. P. Huntington, and that subscriptions to the stock of this company are now being solicited in Nashville.

New Orleans, La.—Robert R. Zell and others are considering the construction of an electric line in Jefferson parish. It is to extend to Lake Pontchartrain.

Parkersburg, W. Va.—A company called the Marietta & Western Bridge Co. has been incorporated at Allegheny, Pa., with \$400,000 capital, to construct an electric line between Marietta, Ohio, and Parkersburg, W. Va. The road will be about twelve miles long, and includes a bridge across the Ohio river. Wm. C. Jutte, August Jutte, C. M. Buchanan and C. Cramer, of Marietta, are among the incorporators.

Rodbourne, Ky.—The Kentucky Northern Railroad Co. advises the Manufacturers' Record that it expects to construct twenty-eight miles of line during the coming year. The road is completed to a point seven and one-quarter miles from its terminus. A. J. Thurber is the engineer.

Spartanburg, S. C.—It is reported that the Charleston & Western will be relaid with new 70-pound rails and other improvements made. About 250 miles of rail would be required for the main line of the road. John B. Cleveland, at Spartanburg, is president.

Tillery, N. C.—It is reported that the North Carolina Lumber Co. has contracted with J. F. Wrenn, of Richmond, to build seven miles of railroad line for its use.

Washington, D. C.—A bill has been introduced in Congress incorporating the Washington & Gettysburg Railway Co., which is promoting an electric railway between these points by way of Sandy Springs, Md., and through Montgomery county. The incorporators include N. Winslow Williams and Frank C. Drane, of Baltimore; Charles Jacobson and Edgar P. Berry, of Washington; and others: John H. Gheen, George W. Harvey and James S. McIlhenny, of the District of Columbia; Asa M. Stabler, John Miller, J. Enos Ray, Albert Gleason, R. G. Israel, N. W. Williams, Frank C. Drane, Ashley M. Gould, S. D. Waters, Francis Thomas, Robert H. Miller and O. A. Homer, of Maryland, and T. William Harris, of the State of New York. It is understood that this company will include N. Winslow Williams, Alexander Brown and others, of Baltimore, who have become interested in the enterprise and formed the Montgomery Construction Co. to build it.

Windsor, N. C.—The Browning Manufacturing, Railroad & Lumber Co. It is stated, will build a road from Windsor to Skokie, where it will connect with the Atlantic Coast Line. The distance is about fifteen miles.

#### Street Railways.

Baltimore, Md.—The City Passenger Railway Co. has sold securities to defray the expense of changing its Blue Line division

from a cable to the electric system. Walter L. Franklin is president of the company.

Baltimore, Md.—The City & Suburban Railway Co. has decided to make several additional extensions in the eastern and southwestern suburbs if it secures permission from the city council. Nelson Perlin is president of the company.

Charleston, S. C.—Prest. T. W. Passallague, of the Enterprise Railroad Co., advises the Manufacturers' Record that this company may be ready to receive bids for the reconstruction of its line for the use of electric motors in the near future. At present animal power is used.

Pensacola, Fla.—The Pensacola Railway Co. has begun the work of reconstructing its lines in the city. The company may adopt a compressed-air motor system, but W. H. Bosley, of Baltimore, president of the company, informs the Manufacturers' Record that no decision has been reached as yet. The motor in which Herman Haupt, of Philadelphia, is interested will be used, if any.

Pine Bluff, Ark.—The company organized to build the electric railroad is called the Pine Bluff Power & Transit Co. W. H. Langford is president; W. L. Dewoody, treasurer, and D. C. Bell, secretary. The road is to be seven miles long, and will be equipped with ten motor cars.

St. Louis, Mo.—The People's and the Arsenal Street Railway Companies have decided to consolidate and build several extensions in the suburbs. Charles Green is president of the People's Company.

Washington, D. C.—The Metropolitan Railway Co. has decided to extend its electric system to the Zoological Gardens if permission is obtained from the District authorities. William J. Wilson is secretary of the company.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Air Compressor.—Thomas H. Johnson, Chattanooga, Tenn., wants to buy a good second-hand air compressor for pneumatic machinery.

Alcohol Machinery.—S. E. McDuffie, Alcolu, S. C., wants to correspond with makers of machinery for making wood alcohol.

Bags.—The Central Manufacturing Co., Chattanooga, Tenn., wants to buy new bags about 27x42 inches, in lots of 500 delivered; bags to hold 150 to 200 pounds.

Belting, etc.—A. G. Van Dyke, Sunnyside, Ga., wants belting, pulleys, etc.; second-hand machines will do.

Boiler.—The Enterprise Tanning Co., Hutton, Md., will want a 72-inch 18-foot tubular boiler in the spring. Possibly a smaller boiler will be bought.

Boiler and Engine.—James M. Williams, Charlottesville, Va., will want early in 1897 a thirty to thirty-five horse-power boiler on skids, and twenty-five to thirty horse-power detachable engine, good second-hand.

Bottling Plant.—Wright & Cook, Camden, S. C., want to buy bottling plant, either new or second-hand.

Burlap Machinery.—J. C. Tadlock, 1402 Main street, Columbia, S. C., wants to buy burlap for making sacks, etc.; also wants machinery for making them.

Canning Machinery.—J. F. Scott, Decatur, Ala., wants information on canning machinery, cost of outfit, etc.

Clothing Cutter.—J. Kyle & Co., Columbus, Ga., are in the market for machine for cutting clothing.

Conveying Plant.—The Beatty Lumber Co., Crow, W. Va., wants to construct a cheap conveying plant, by cable or otherwise, for carrying about twelve or fifteen tons across river a distance of 1000 feet; correspondence solicited, with full particulars.

Corn Mill.—D. S. Jones, Newport News, Va., will want corn-grinding mill.

Cotton-mill Machinery.—The Atlanta Textile Manufacturing Co., 34 East Alabama

street, Atlanta, Ga., wants to buy machinery for manufacturing spool tape, boot web, etc., one-half to three-quarter-inch, as follows: Twenty looms, 300 braidlers, two winders, one baller, one warper, one sizer, one spooler, one lathe, 3000 pounds pulleys, hangers, shafting, etc.; James L. Logan, secretary.

Elevator.—The Odell Hardware Co., Greensboro, N. C., will want freight elevator.

Fire-works Machinery.—The Romaine-Barham Co., Petersburg, Va., wants to buy machinery for rolling fire-works tubes.

Flour Mills.—E. B. Williams, 201 Hennen Building, New Orleans, La., wants complete information regarding flour and general cereal mills, including estimates on erection of 250 to 500-barrel plant.

Foundry Outfit.—Russell Myrick, Texas Gin & Machine Co., Dallas, Texas, will possibly want full outfit for foundry.

Gas Plant.—The Newport News Gas, Fuel & Power Co., Newport News, Va., will need all necessary equipment for gas plant; Irwin Tucker, secretary.

Grist and Corn Mill.—John Martin, Parks, Ga., wants to buy machinery for grist mill and corn and cob crusher (to use four-foot Asopus rocks).

Heating Apparatus.—Proposals will be opened December 9 for installing heating and ventilating apparatus in No. 9 school building; drawings now on file at office of inspector of buildings, city hall, Baltimore, Md.

Hydraulic Wheel Press.—The Georgia Iron Works, Augusta, Ga., wants a 100-ton hydraulic wheel press, second-hand, to take up to 36-inch wheels.

Ice Plant.—The Newport News Gas, Fuel & Power Co., Newport News, Va., will probably need an ice machine. Address Irwin Tucker, secretary.

Levee Construction.—Proposals will be received until December 31 for constructing the canal and levees forming the extension of the Melpomene canal; approximate of work, 49,000 cubic yards. Plans can be seen at office of R. M. Walmsley, drainage commission, city hall, New Orleans, La.

Lighthouse.—Proposals will be opened December 30 for the construction of three light vessels and two steam tenders, all to be delivered on the Atlantic coast. An alternate bid will be received on one of the light vessels to be delivered at San Francisco. For forms of proposals, plans, etc., address John G. Walker, chairman lighthouse board, Washington, D. C.

Lumber Machinery.—J. T. West, Cedar-town, Ga., wants prices on lumber machinery of all kinds.

Lumber-mill Machinery.—John F. McNair, of Wilmington, N. C., and associates will want a lot of lumber machinery next spring.

Machine Tools.—Russell Myrick, Texas Gin & Machine Co., Dallas, Texas, will want a wheel-boring machine, wheel press, hydraulic, and perhaps a complete foundry outfit; may also buy special machinery for making cotton gins, etc.

Machine Tools.—See "Hydraulic Wheel Press."

Mining Machinery.—Hardley & Bryan, Mt. Pleasant, Tenn., want to buy machinery for mining phosphate.

Phosphate-mining Machinery.—Hardley & Bryan, Mt. Pleasant, Tenn., want to buy machinery for mining phosphate and washing ore.

Pottery Machinery.—J. L. Matthews, Columbus, Ga., will perhaps want some jigger wheels, small flow voce molds, pipe molds, glazings, etc.

Printing Press.—N. W. Hardin, Blacksburg, S. C., wants to buy a job-printing press, second-hand.

Railway Equipment.—The Southern Equipment Co., Memphis, Tenn., is in the market for four miles of relaying 35-pound T steel rails and fastenings, one dummy locomotive, standard gage, fifteen or sixteen tons, in good order; one passenger car, one combination passenger and baggage car, passenger coaches, standard gage. Address George H. Bunch, manager.

Rolling Mill.—Irvin Jones, El Paso, Texas, wants to buy a small train of rolls for the smaller sizes of merchant iron and necessary fixtures for working same, for sizes from 1x4-inch and two-inch down to the smallest; second-hand outfit would probably answer if in good condition. Send full particulars, including blue prints.

Saw Mill.—Jas. M. Williams, Charlottesville, Va., will want early in 1897 some saw-mill machinery.

Sewing Machine.—Wanted, an eyelet machine for shirt bosoms. Address E 932, Sun Office, Baltimore, Md.

Soap Machinery.—The Jones Soap Works, Red Bank, N. J., wants to rent or purchase a soap chipper; must be cheap for cash.

Telephone Equipment.—P. D. Langdon, Augusta, Ga., will want copper wire and cable.

Telephone Equipment.—The Watauga Telephone Co., E. E. Hunter, secretary, Elizabethton, Tenn., is in the market for telephone equipment, including 'phones, wire, insulators, etc., for 65-mile line.

Washing Machinery.—Hardley & Bryan, Mt. Pleasant, Tenn., want to buy machinery for washing ore.

Water Works.—The Bernhardt Hardware & Furniture Co., Lenoir, N. C., wants catalogues and prices on appliances for raising water by compressed air from well forty to 125 feet deep.

Wire Goods.—J. N. Cornelius, Mooresville, N. C., wants to obtain an estimate on wire goods, chicken coops, etc.

Woodworking Machinery.—The White River Stave Co., Clarendon, Ark., will want complete line of machinery for staves and buckets.

Woodworking Machinery.—The Huntsville Lumber Co., Huntsville, Ala., wants to buy machinery for making wood faucets.

Woodworking Machinery.—A. G. Van Dyke, Sunnyside, Ga., wants to buy planers, shingle machines, heading machines, etc., for crate factory; second-hand machines will do.

Woolen-mill Machinery.—The Mayfield Woolen Mills, Mayfield, Ky., will, perhaps, be in the market January 1 for cards, mules, looms, etc.

#### TRADE NOTES.

A branch of the Chicago Belting Co., headquarters Chicago, Ill., has been established in St. Louis, Mo., at 720 North Second street. Mr. E. H. Jones is in charge, and it is expected to handle a large business from this office.

Franchise and property of the Electric Railway Co. of Savannah, Ga., will be sold at public auction in that city on January 5, 1897. A card in our advertising columns from John D. Harrell, master commissioner, describes in detail the property. This is considered an opportune time to secure property of this sort, and the possibilities of this line under good management gives special interest to the sale.

Several large contracts have been closed for supplying the artistic ceilings for which the firm of A. Northrop & Co., Pittsburg, Pa., is becoming widely known. One order is a church ceiling at Frederick, Md. Another is for two floors in a large Pittsburg business block. Many inquiries are being received by this concern relative to its products, whose beauty and advantages seem to be striking the popular fancy.

A promising foreign demand for the products of the Barnes Manufacturing Co., Mansfield, Ohio, is experienced by this concern. The high standard of its goods is making a hit with foreign buyers. A number of good orders for the home market have been booked by this concern, and a gradual improvement is now expected. The pumping machinery and steam fitters' supplies made by this company are recognized as standard articles.

The perfection of that simple little article, the screw, is overlooked in the more complicated devices of mechanical ingenuity. It has achieved a remarkable efficiency, and great credit is due to the American Screw Co., Providence, R. I., for its progressive policy of producing this article in its most perfect and useful form. The fame of the company is, in consequence, worldwide, and its products are considered the test of completeness and perfection.

The Falls Hollow Staybolt Co., of Cuyahoga Falls, Ohio, has from time to time received some very complimentary letters from the officers of railways on which its hollow staybolt is in use. A recent letter to this concern from J. M. Barnes, superintendent M. P. & M. Wabash Railroad, reads as follows: "Specifications of standard Wabash engines have been recently issued, and the proposition is to be in the market for a number of these locomotives. In these specifications I have enumerated Falls hollow staybolts in confidence that they are the best we can buy for the purpose intended. I bespeak for this company the best bolt you can make. We want the same bolt which you advertise as your standard goods."

After a lingering illness, Mr. Emil Benjamin, Walnut Hills, Cincinnati, died on Sunday morning, November 29. Mr. Benjamin



was connected with the Cincinnati Forge & Iron Co. and the Block-Pollak Iron Co., as secretary and treasurer, respectively, until 1893, when he retired from active business on account of ill-health. He was born on February 24, 1848, in New York city. When nine years of age his parents moved to New Orleans, where he lived until 1879, when he came to Cincinnati. In 1883 he married Miss Ida Lehman, of Jacksonville, Ill. Among these who knew him best he was recognized as a man of many noble qualities, kind, charitable and good-natured. Mr. Benjamin was a member of McMillan Chapter, F. and A. M.; Cincinnati Lodge, F. and A. M.; Pioneer Lodge, No. 21, Knights of Honor, and American Lodge, No. 9, A. O. U. W.

A great many inquiries are being received by the Moore-Cain Dry Kiln Co., Montgomery, Ala., for its compression, absorption and moist-air system of drying. Increased business shows that the popularity of this system is rapidly extending. This company closed recently the following contracts: Hilton & Dodge Lumber Co., Darien, Ga., large kiln at its new mill on the G. & A. R. R.; a large kiln for the Canda Lumber Co., Worth, Ga., on the Georgia Southern & Florida Railroad, to be used at the plant there; J. H. Poe, Lake Charles, La., small kiln, to be used at his plant at Lake Charles; Tallapoosa Lumber Co., four kilns, to be used at its plant at Goodwin, Ala., on the A. & W. P. R. R., and with the Saginaw Lumber Co. for three kilns, to be used at its plant at Saginaw, Ala., on the L. & N. R. R. The kilns built for the Tallapoosa Lumber Co. are to replace several kilns formerly of the American Dryer, Standard and Soule systems, recently destroyed by fire. The kilns to be built for the Saginaw Lumber Co. are to replace kilns of other make which are being taken out to put in the Moore type.

Messrs. J. H. and Robert B. McGowan, of the John H. McGowan Co., Cincinnati, Ohio, have just returned from Richmond, Va., after having made provision for extension of business at that point. Their branch house, which has been located for the past eight years at 1425 East Main street, owing to the increase in volume of business, has proven inadequate, and they have accordingly arranged for lease of one of the most modern buildings in the business centre of Richmond, Va., which is especially well adapted for their business. Having increased the space in the warehouses, they propose carrying in stock a line of high-grade pumping machinery of the types usually installed in water-works plants, and also expect to add new supply departments to cater more fully to the supply trade. Even during the general depression of business, the showing made by the branch house was so creditable as to warrant the concern in going to considerable greater expense in providing the warehouses, which they propose to occupy on January 1, 1897, and it is their intention to carry an immense line of pipe, steam, gas, plumbers' supplies, etc.

Orders for feed mills, corn-ear crushers, flour bolts, meal mills and other equipment were recently received by Sprout, Waldron & Co., Muncy, Pa., from the following: Isaac Woerner, Graysville, Pa.; Horace H. Kline, Garyville, Pa.; C. R. Harden, Twinsburg, Ohio; Danl. Yaukey & Son, Altenwald, Pa.; H. J. McCrery, Fremont, Pa.; George F. Fritz, Sylvan, Pa.; J. C. Mason & Son, Martha Furnace, Pa.; Saml. Cushman, Charlton, Md.; B. D. Reed, Pittsburg, Pa.; F. W. Lindner, Pottsgrove, Pa.; S. B. Wagner, Pine Iron Works, Pa.; C. L. Engle, Wellersburg, Pa.; John A. Butler, Harmony, N. C.; Terrell Cotton Oil Co., Terrell, Texas; Chas. L. Herr, Youngsdale, Pa.; B. F. Starr & Co., Baltimore, Md.; Greer Machinery Co., Knoxville, Tenn.; Ernst Bros. & Co., Uniontown, Ala.; American Food & Oil Co., Allegheny, Pa.; O. D. Osgood, Morenci, Mich.; S. E. McKee, Strodes Mills, Pa.; Munger Improved Cotton Machine Co., Dallas, Texas; Wm. Fenster, Ablemans, Wis.; W. F. De Klyn, Norwalk, Conn.; W. O. McKoon & Son, Cornwell, S. C.; S. G. Kunts, Troutville, Pa.; Minor Gage, Oswego, N. Y.; J. A. Veith, Berkshire, N. Y.; Z. Fenno, Washington, D. C.; J. Burrey, Vicksburg, Pa.; Bennett & Belt, Sykesville, Md.; A. S. Abshire, Crow, W. Va.; C. A. Fudge, Kelly, Va.; B. H. Hershey, Manheim, Pa.; Frank L. Heath, Corry, Pa.; Dorsey Bros., Gary, Md.; J. H. Wilhelm, Myerstown, Pa.; Adolfsen & Hammerstrom, Hastings, Pa.; Hillje Bros., Weimar, Texas.

Branson automatic knitting machines are winning high favor and standing the testing by practical men in a meritorious way. The Branson Machine Co., 506 St. John street, Philadelphia, Pa., received from the Athens Knitting Mills, Athens, Ga., the following:

"We have now been using your machines for some time, and we desire to say that they are giving us entire satisfaction in every respect. Our repairs on thirty-two knitters, fifteen ribbers, were not five cents for the month of August. In fact, we are far more pleased with them than we have ever hoped to be. They are beyond question the best machines on the market." W. H. Thurston, Saddle River, N. J., sent the company the following: "To say to you that I am pleased with the ten machines I purchased of you some time ago would but mildly express my feelings. I am more than pleased. In three months' steady run they have not cost me a penny, outside of a few broken needles (forty-six), that not the fault of the machines; this with help that never saw a knitting machine before. Anyone could do just as well by simply leaving the machine alone and do no experimenting or dicker-ing, or allow anyone else to do so. A little common sense, even without any practical knowledge, should teach everyone that men who have given a life-time of thought to a certain machine must know more about it than the one who has given only a few months or weeks of thought. I will say, further, that it has been a pleasure to do business with your company. You have done in every instance as you agreed. Your machines have done more and better work than you promised they would."

A liberal share of orders is now on the books of the Frick Co., Waynesboro, Pa., whose well-known type of ice and refrigerating machinery enjoys world-wide renown. Among the contracts on hand are the following: Crystal Ice Manufacturing Co., Washington, N. C., eight-ton ice-making plant; Consumers' Brewing Co., St. Louis, Mo., 60-ton refrigerating plant; Frank Nagel, St. Louis, Mo., four-ton direct-expansion plant; G. Cramer Dry Plate Works, St. Louis, Mo., 10-ton brine plant; Senn & Ackermann Brewing Co., Louisville, Ky., 50-ton ice-making plant; M. Hleatzman & Sons, Baltimore, Md., six-ton brine plant; Anchor Brewing Co., Tarentum, Pa., 40-ton refrigerating plant; Clarksville Ice & Coal Co., Clarksville, Tenn., 20-ton ice plant; J. Leuty's Sons, Springfield, Ohio, 10-ton refrigerating plant; Lenox Apartment Building, Buffalo, N. Y., four-ton ice-making and refrigerating plant; Wm. Zoller & Co., Allegheny, Pa., 60-ton refrigerating plant; Wm. Wirtz, Newark, N. J., four-ton refrigerating plant; Jacob Vogel & Son, Cincinnati, Ohio, direct-expansion piping; Greisdleek Artificial Ice Co., St. Louis, Mo., contract to displace oil system on this plant and put Frick single-acting compressors on two De La Vergne double-acting machines; Tyler Ice Co., Tyler, Texas, 35-ton ice plant; International Cottonseed Oil Co., Selma, Ala., 20-ton ice-making and refrigerating plant; Ellwood James, Philadelphia, Pa., four-ton refrigerating plant; Savannah Brewing Co., Savannah, Ga., 50-ton ice-making plant; De Soto Hotel, Savannah, Ga., two-ton refrigerating plant; Atlanta Brewing & Ice Co., Atlanta, Ga., 60-ton refrigerating plant.

Mr. George P. Good, who is reported to be a capitalist and gold-mining expert from Colorado, in an interview in the Atlanta Constitution, referring to the gold region of Alabama, Georgia and the Carolinas, says: "There is absolutely no doubt but that the northern part of this State is the coming gold-mining region of the country. There are millions of dollars in hidden treasures in these places which, if properly developed, may be secured. There is no doubt but that the eyes of the gold kings are on this district, and I predict a wonderful immigration to Georgia this winter. This not only means a great deal to the State, but to the whole South."

The present year has been one of unusual activity among the builders at Chattanooga, Tenn. According to the official reports, the permits for new buildings in 1896, not including December, aggregated \$271,759.50. This amount is \$100,000 more than the total amount for 1895 and \$115,000 more than the figures of 1894. The new structures included several factories and many dwellings, indicating that there has been an increased demand for residence property in the city.

The sale of the Richmond, Nicholasville, Irvine & Beattyville road has been postponed until January 23.

#### Sale of the Columbus Southern.

A dispatch from Columbus, Ga., announces that the Columbus Southern Railway has been sold by order of the court. The road was bought in by J. R. Williams, of Richmond, Va., and J. R. Anderson, of Savannah, who represented Northern bondholders, and the attorneys of the Georgia & Alabama Railroad. The price paid was \$750,000. The Columbus Southern extends from Columbus to Albany, Ga., and it is supposed will form a part of the Georgia & Alabama, giving the latter an entrance into Columbus, Ga., and several other important towns. It is eighty-seven miles long.

#### Modern Marine Machinery.

Complete outfits in either single or twin screw, side or stern paddle wheel machinery, built by Marine Iron Works, No. 9 Dominick street, Chicago. Catalog free.

#### Pennsylvania Railroad to Issue Clerical Orders.

The Pennsylvania Railroad Co. announces that for 1897 it will issue clerical orders to regularly ordained clergymen in charge of churches located on or near its lines east of Pittsburgh and Erie. To secure these orders clergymen should make application to the nearest ticket agent as soon as possible, as it is desired that all applications reach the general office by December 15.

#### Of Interest to Manufacturers.

The Baltimore & Ohio Southwestern Railway, extending from Parkersburg, W. Va., through Southern Ohio, Indiana and Illinois to St. Louis, with direct connection to all principal points in the United States, is making particular endeavor to induce the location of factories on the line of its road, and has arranged for co-operation on the part of the towns located on it.

Correspondence with manufacturers desiring location is solicited. Address Geo. F. Randolph, General Traffic Manager, Cincinnati, Ohio.

#### Reduced Rates to Washington on Account of the Inauguration via Pennsylvania Railroad.

For the benefit of those who desire to attend the ceremonies incident to the inauguration of President-elect McKinley, the Pennsylvania Railroad Co. will sell excursion tickets to Washington, March 1, 2, 3 and 4, valid to return from March 4 to 8, at the following rates: From New York, \$8; Philadelphia, \$5.40; Baltimore, \$1.60; Harrisburg, \$5.06; Williamsport, \$8.79; Buffalo, \$11.20; Rochester, \$10.48; Altoona and Pittsburg, \$10, and from all other stations on the Pennsylvania system at reduced rates.

This inauguration will be a most interesting event, and will undoubtedly attract a large number of people from every section of the country.

The magnificent facilities of the Pennsylvania Railroad make this line the favorite route to the national capital at all times, and its enormous equipment and splendid terminal advantages at Washington make it especially popular on such occasions.

#### C., H. & D. 1000-Mile Tickets Only \$20.

Are good on the following railroads: Louisville, New Albany & Chicago; Michigan Central between Toledo and Detroit; Terre Haute & Indianapolis; Peoria, Decatur & Evansville; Indiana, Decatur & Western; N. Y., P. & O. Div. Erie; Dayton & Union; Findlay, Ft. Wayne & Western; New York, Chicago & St. Louis; Toledo, St. Louis & Kansas City; Balto. & Ohio west of Pittsburg and Benwood, and between Pittsburg and Wheeling; also between Indianapolis and Washington, D. C., via Cincinnati and Parkersburg, for continuous passage; B. & O. Southwestern; Cleveland Terminal & Valley; Pittsburg & Western; Columbus, Hocking Valley & Toledo; Cleveland, Loraine & Wheeling; Chicago & Southern; Wheeling & Lake Erie; Columbus, Sandusky & Hocking; Pittsburg, Shenango & Lake Erie; Cincinnati, Jackson & Mackinaw; Ohio Central lines; Cleveland, Canton & Southern; Ohio Southern; Lima Northern; and will be accepted in payment for excess baggage, also for seats in the C., H. & D. Ry. Pullman Cars, and for Bridge Tolls into St. Louis.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

#### Losses in the West of New Hampshire Savings Banks.

A recent table published by the Boston Herald will be of considerable interest to investors throughout the country who have made a study of the possible fields for investment in the West and in the South. According to this table, twenty-two savings banks in New Hampshire alone have failed within the last eighteen months. These banks represent deposits of over \$17,000,000, and of this amount, it is stated that fully \$4,500,000, or over 25 per cent., will be a total loss to depositors.

It is stated that the principal cause of this alarming number of failures has been the impossibility of realizing on mortgages on Western property. New England savings banks had gone almost crazy a few years ago in lending money on Western farm mortgages. The fact that the savings banks, conservatively managed as they usually are, were induced to invest so liberally in that section of the country shows to what an extent the craze (for it can only be termed such) prevailed. But the collapse of the wild Western land boom came, and with it a shrinkage in values such as has not been known anywhere else in the country. There are today thousands of mortgages in Kansas, Nebraska and other States, which, if foreclosed, would not bring 50 per cent. of the face value, while many of the mortgagors have been unable for years to pay interest.

There have been several causes for this collapse, but the chief one was undoubtedly the wild boom that caused fictitious values to be placed upon farm land. It is well known to every newspaper reader that investors in all parts of the North lost heavily in the West, but few would imagine that the savings bank in the single State of New Hampshire had been so heavily caught.

Had the Southern States received one-tenth of the advertising of which this Western country had the benefit, a very large proportion of this money might have been diverted southward and placed in productive investments to the profit of the South and of New England.

#### New Orleans Bank Reopened.

The Union National Bank, at New Orleans, which was placed in the hands of an examiner several months ago, has been reorganized and reopened for business, with \$300,000 capital, all paid in. The officers are the following: President, S. V. Fornaris; first vice-president, S. E. Worms; second vice-president, Stephen Chalaron; acting cashier, A. Labarthe; board of directors, I. E. Glenn, Isidore Newman, George W. Sentell, Jonas H. Levy, Isaac Delgado, S. Chalaron, S. V. Fornaris, S. E. Worms, Jules A. Blanc and S. O. Thomas.

The line of cash deposits, already aggregating over \$500,000, shows that the bank under its present management has the confidence of the community. Its stock is distributed among 200 of the business men of the city.

#### New Corporations.

It is reported that a new bank may be opened at Hempstead, Texas. The Guarantee Savings & Trust Co. has



been formed at Dallas, Texas, by A. F. Hardie, Paul Furst and others.

The Hibernian Perpetual Loan Association has been organized at Baltimore by Patrick Martin, John Murray, James Doyle and others.

George B. Whatley, John J. Carolan and others have formed the Savannah (Ga.) Building and Loan Association, with \$50,000 capital.

Several of the largest stockholders of the Missouri National Bank, at Kansas City, are considering the idea of opening a new bank under a different name and paying the indebtedness of the present institution. D. A. McKibben and William Zimmerman are among those interested.

#### New Securities.

The town of Franklin, La., offers \$25,000 worth of 6 per cent. water-works bonds. The mayor may be addressed.

New York security dealers have bought \$30,000 in 6 per cent. bonds issued by Wise county, Virginia, to construct a courthouse.

The Lowry Banking Co., of Atlanta, has bought \$74,000 worth of the city's refunding 4 per cent. bonds at 100%. This is the highest price ever paid for bonds issued by the city.

The Mercantile Trust & Deposit Co. of Baltimore has bought an issue of \$500,000 in securities of the City Passenger Railway Co. of Baltimore at par. The issue bears 4½ per cent. interest.

A syndicate of bankers, including Speyer & Co., Kuhn, Loeb & Co. and Vermilye & Co., all of New York, have purchased \$3,258,000 in Louisville & Nashville Railroad refunding bonds at 4½ per cent. interest. The issue is to refund obligations soon to mature on parts of this system.

The proposed issue of bonds to be sold by the Consolidation Coal Co., of Baltimore, is to refund part of an issue of \$1,000,000 in bonds due January 1. The amount of new securities will be \$750,000. They will bear 4½ per cent. interest. A surplus which the company has will be used in the redemption of the present bond issue also.

#### Dividends and Interest.

The Nashville & Decatur Railroad Co. has declared a semi-annual dividend of 3 per cent.

The Louisville Trust Co., of Louisville, Ky., has declared a quarterly dividend of 2 per cent.

The Alabama Home Building Association has declared a semi-annual dividend of 3 per cent.

The Central Passenger Railway Co., of Baltimore, has declared a semi-annual dividend of 3 per cent.

The Central Savings Bank of Baltimore has declared an extra dividend of ½ per cent. in addition to the regular annual dividend of 3 per cent.

The surplus earned by the Southern Railway Co. has reached such proportions that a dividend of 1 per cent. has been declared on its preferred stock.

The Tucapau Mills Co., of Spartanburg, S. C., has declared a dividend of 4 per cent.

#### Financial Notes.

Walter Bennett has been elected president of the Madison National Bank, of Richmond, Ky.

The title of the Bank of Commerce of Memphis has been changed to the "National Bank of Commerce."

Creditors of the First National Bank of Tyler, Texas, are considering a plan to reorganize it and reopen for business. The assets are reported to be \$691,000, and the liabilities \$436,000.

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Increasing Activity in the Coal Trade.	

#### Increasing Activity in the Coal Trade.

The Middlesborough Coal Co., of Middlesborough, Ky., in a letter to the Manufacturers' Record, says:

"The outlook for business in this territory is extremely good. This company has just closed contract in Atlanta Ga., with one firm for 30,000 tons of steam coal. In addition, we have taken during the season several good contracts for steam, gas and domestic coal, and the outlook is that the capacity of our mines will be taxed to supply the demand. This company is operating or controls the output of the Reliance Coal & Coke Co. and Fork Ridge Coal & Coke Co., whose mines are located at Hartranft, Claiborne county, Tenn. The coal is a first-class grade for gas, steam and domestic purposes."

A dispatch from Morgantown, W. Va., gives particulars of a coal deal which, it is claimed, has been closed, but which cannot be confirmed, although negotiations have been pending. The dispatch says: "Messrs. S. M. Guffey, Mellon Bros. and Stratton & Co., of Pittsburg,

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JOHN T. STONE, Counsel.  
JOHN K. COWEN,

Gives security for Executors, Administrators, Trustees, Receivers, officers of Banks, Corporations, Lodges and Societies, Contractors, Clerks, Messengers, Conductors, Motormen, and all other employees, etc.

GUARANTEES THE FULFILLMENT OF CONTRACTS.

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Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

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HENRY J. BOWDOIN, SECOND VICE-PRES.

J. BERNARD SCOTT, Secretary and Treasurer.

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Pa., and John Sliney, of Corry, Pa., are interested, and the last named negotiated the purchase of 40,000 acres of rich coal lands in Preston county, West Virginia, lying between Oakland, Md., and Grafton, W. Va. The price paid for the property was \$10 per acre, and the new owners intend to inaugurate extensive developments, including the opening of coal mines, the construction of coking plants and the building of a railway to facilitate the developments. A branch railway will be constructed to the Baltimore & Ohio Railroad that will give a direct route to Pittsburg from the lands."

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CAPITAL..... \$500,000.00

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# Alphabetical Index of Advertisers.

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Ads. marked thus † appear in first issue of each month.  
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